

NAVAL SAFETY CENTER  
NAVAL AIR STATION  
NORFOLK, VIRGINIA 23511

112A/1g  
3750/2  
Ser 1885  
4 Sep 1969


SPECIAL HANDLING REQUIRED IAW OPNAVINST 3750.6 SERIES  
FOR OFFICIAL USE ONLY

From: Commander, Naval Safety Center  
To: Commanding Officer, Carrier Airborne Early Warning Squadron  
ONE ONE ONE

Subj: VAW-111 DET 20 AAR ser 1-59A conce aing E-1B BuNo 147235 accident  
occurring 18 February 1969, pilot FREDER

1. The subject report and all endorsements have been reviewed. Concur  
with the comments and recommendations of the Aircraft Accident Board as  
modified by subsequent endorserers.

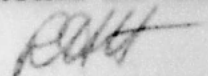
(b) (5)

  
W. CARMAN  
By direction

Copy to:  
CNO (OP-534)  
NAVAIRSYSCOMHQ (AIR ONE) (2)  
COMNAVAIRFAC  
COMNAVSURFAC  
COMNAVSURFAC  
CO USS KEARSARGE (CVS-33)

COMNAEW-11  
OINC VAW-111 DET 20  
NAVPRO BETHPAGE  
DIR AFIP

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112A

NAVAL SAFETY CENTER  
NAVAL AIR STATION  
NORFOLK, VIRGINIA 23511

133/th  
19 March 1969

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6F

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NAVJAGELIN INVESTIGATION 44-69

1. INTRODUCTION

a. The Accident E-1B, BUNO 147235, assigned to CARRIER AIRBORNE EARLY WARNING SQUADRON ONE ONE ONE, DETACHMENT TWO ZERO (VAW-111 DET 20) and piloted by LT Melvin D. BREWER, USNR, (b) (6) 1315, crashed on Santa Catalina Island, California, at 0241(U) on 18 February 1969. The aircraft sustained (ALFA) damage and all five personnel aboard received fatal injuries. There was no damage to private or government property.

b. Synopsis of Flight The aircraft departed USS KEARSARGE (CVS-33) at 0229(U) to return to NAS North Island after a scheduled night carrier qualification exercise. The time enroute to North Island was estimated to be 45 minutes. When the aircraft had not arrived by 0315(U) search and rescue procedures were initiated and at 0645(U) the wreckage of E-1B, BUNO 147235, was located on the northwest slope of a hill on Santa Catalina Island.

2. INVESTIGATION AND ANALYSIS

a. History

(1) Pilot LT BREWER was designated a Naval Aviator in March 1966 and had a total of 2030 flight hours, including 685 hours in the E-1B. He was designated an all-weather, day and night carrier qualified, carrier aircraft plane commander (CAPC) in December 1967 and was a NATOPS instructor in VAW-111 DET 20. LT BREWER had flown 47 hours in the E-1B during the previous three months, including 4.6 hours in the 24 hours preceding the accident.

(2) Copilot LT Billy W. RAY, USNR, (b) (6) 1315, was designated a Naval Aviator in June 1966 and had a total of 1884 flight hours, including 585 hours in the E-1B. He was designated a CAPC in March 1968. LT RAY had

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Enclosure (1)



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**NAVSAFECEN INVESTIGATION 44-69**

flown 56 hours in the E-1B during the previous three months, including 8.4 hours in the 24 hours preceding the accident.

**(3) Passengers**

(a) LTJG Edward A. TARALDSEN, USNR, (b) (6) 1315, was designated a Naval Aviator in February 1968 and had a total of 644 flight hours, including 327 hours in the E-1B.

(b) LTJG Francis E. HORAHAN, USN, (b) (6) 1310, was designated a Naval Aviator in February 1968 and had a total of 588 flight hours, including 300 hours in the E-1B.

(c) LTJG Larry W. GARRISON, USNR, (b) (6) 1315, was designated a Naval Aviator in July 1967 and had a total of 749 flight hours, including 479 hours in the E-1B.

(4) Aircraft: E-1B, BUNO 147235, had flown 4785 hours since acceptance and 133 hours since the fifth progressive aircraft rework (PAR) and seventh calendar ODD inspection had been completed by Naval Air Rework Facility (NAVAIREWORKFAC) Quonset Point in December 1968. An acceptance inspection had been completed in January 1969 by VAW-111 DET 20.

**(5) Engines**

(a) The port engine (R-1820-82A), serial number W-524329, had operated 2751 hours since acceptance and 129 hours since the third overhaul was completed in September 1967 by NAVAIREWORKFAC Jacksonville. This engine had operated 133 hours since completion of a calendar ODD inspection in December 1968 by NAVAIREWORKFAC Quonset Point.

(b) The starboard engine (R-1820-82A), serial number W-524145, had operated 4131 hours since acceptance and 138 hours since the third overhaul was completed in September 1968 by NAVAIREWORKFAC Jacksonville. This engine had operated 133 hours since completion of a calendar ODD inspection in December 1968 by NAVAIREWORKFAC Quonset Point.

**(6) Weather**

(a) The USS KEARSARGE meteorological observation for 180200(U) included four-tenths cloud coverage at 2000 feet and six-tenths ceiling unknown, with ten miles visibility. The 180300(U) observation

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NAVSAFECEN INVESTIGATION 44-69

showed two-tenths coverage at 2000 feet and six-tenths ceiling estimated at 8000 feet, with nine miles visibility. Very light rain began at 0240(U).

(b) Another E-1B aircraft launched from KEARSARGE for NAS North Island at 0058(U). At approximately 0202(U) when 11 miles north of Santa Catalina Island, the pilot stated that it was raining with ragged bases down to 1000 feet and visibility two miles.

(c) At approximately 0300(U) the KEARSARGE was less than four miles from Santa Catalina Island but due to no lights being visible on the island, no stars or moon and scattered showers in the area, the officer of the deck states that he was unable to see any outline of the island.

b. Field Investigation

(1) The aircraft crashed into a 1620 foot ridge in level flight at approximately 1500 feet on a magnetic heading between 115 and 120 degrees. The engines, wings and major portions of the fuselage remained on the north-west side of this 30 degree sloping ridge, while the radome and cockpit sections were thrown across the ridge to the opposite side.

(2) The CU-385/ARN SIA TACAN coupler was recovered from the crash site and indicated that the bearing and distance from the aircraft to the ship was 295 degrees at 7 miles. This showed the aircraft to be on the 115 degree radial of the KEARSARGE TACAN.

c. Other Investigations

(1) At 0008(U) LT FRIEDEL launched from KEARSARGE for his second night carrier qualification period and was recovered aboard at 0052(U). At 0130(U) there were only two E-1B aircraft remaining in the pattern, one of which was approaching a low fuel state. Rather than divert both aircraft to NAS North Island directly from the serquel pattern, they were recovered aboard for refueling. At 0229(U) E-1B BUNG 147235, launched for NAS North Island after the other E-1B had been placed in a DOWN status. During this final period about 0145 ARCT, a briefing was requested by or given to the crew of the aircraft.

(2) After launch from KEARSARGE, the aircraft was given a left turn out to intercept the 115 degree radial of KEARSARGE TACAN to NAS North Island. This steer had actually been computed at 0218(U) and the ship had

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NAVSAFECEN INVESTIGATION 44-69

moved approximately five miles between this time and the time of the accident. The KEARSARGE moved approximately 15 miles closer to Santa Catalina Island between 0130(U) and 0241(U) when the aircraft struck the island. A steer of 113 degrees taken from the 0240(U) KEARSARGE position would have caused the aircraft to pass over a portion of Santa Catalina Island.

(3) At 0230(U) the crash site was 123 degrees magnetic from KEARSARGE and NAS North Island was 110 degrees magnetic. At this time KEARSARGE commenced a left turn from 285 degrees magnetic and steadied on course 085 degrees magnetic at 0240(U). This 0240(U) position of the ship changes the bearing to the crash site to 120 degrees magnetic.

(4) Another E-1B which had launched from the KEARSARGE to NAS North Island earlier asked for and was given a bearing to Santa Catalina Island of 125 to 140 degrees magnetic at 0100(U). The pilot then recommended to the ship to turn all aircraft towards the coastline to the east so there would be no chance of them running into Santa Catalina at a low altitude. This information was not passed on to the officer on watch in Air Operations.

(5) After departure from the KEARSARGE, E-1B, BUNO 147235, was tracked downwind using SPN-6 radar and, at approximately four miles, LT BREWER advised that he was in contact with Beaver Control (Fleet Air Control and Surveillance Facility San Diego). LT BREWER requested Beaver Control to provide flight following to NAS North Island but was informed that they did not hold his target and that they were having equipment problems. No further contacts were made with E-1B, BUNO 147235, and at 0315(U) NAS North Island commenced a communications search resulting in the initiation of search and rescue efforts.

3. CONCLUSIONS

a. The most probable causes of this accident were:

(b) (5)

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(b) (5)

4. ACTION PENDING. An article is being prepared for publication in APPROACH magazine concerning terrain clearance during flight.

Distribution:

List "A"

CNO (OP-05F)(OP-098)

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DEPARTMENTAL COMMENTS FOR "CLOSE OUT" LETTER  
ON ORIGINAL REVIEW

- NOTE: 1. Negative report is required.  
2. Positive comments will be in a format suitable for inclusion in the "close out" letter.  
3. Attach additional sheets if more space is required.

NON DEPARTMENT:

(b) (5)

*Shu*

INITIAL/CODE

AERO-MED DEPARTMENT: To Dr alkow

*Do No Comment HWP*

INITIAL/CODE

## COMPLETION SHEET

Action to: Correction to:	Action Required	Completed Code/Date
3/20-1		/
DIR		/
Misc Items for Action or Correction		
To Code	From Code/Date	
ALL	12A / 5/26/69	<i>Hand-coded 3-20-69 by</i> <i>copy of as</i> <i>disembarked and per</i> <i>Mr. Hasler</i> <i>E. Hassell</i>
	511 / 6-19-69	<b>ORIGINAL REC'd</b> rdb <i>Rough check but do not submit yet</i>
511	511 / 8-20-70	<b>FINAL REVIEW AND CASE</b> <b>NOT COMPLETED. READY</b> <b>FOR CLOSED FILE</b> <i>ETS</i>
	25 AUG 1970	<b>CLOSED</b>



RADP-27(4/68)

UNIT VAW-111  
 MODEL E1B  
 BUND 147238

AAR REVIEW ROUTING SHEET

ADVANCE ROUTING

PRI	DEPT	DATE IN	DATE OUT	INIT	INTER-DEPT ROUTING:
	ADM				Returned to Records 8/26/68
	AERO-MED	8-11	8/15/68		

DEPARTMENT REPRESENTATIVES INITIALS FOR RECEIPT OF REPORTS:  
 REMARKS:

ORIGINAL ROUTING

DEADLINE DATE OUT OF NAVAVNSAFECEN  
 EXTENSIONS

28 AUG 1968

DEPT	DATE IN	DEPT DEADLINE	DATE OUT	INIT	INTER-DEPT ROUTING
ADA	20 Aug		2 Sept	L99	

NAVAVNSAFECEN ENDORSEMENT ROUTING

PRI	DEPT	DATE IN	DATE OUT	INIT	
1	RADP				7/8 Rough, close out ltr submitted post & change sheet involved.
2	ADM				11/1 Final close out ltr received & changes made
3	ADMIN				

ROUTING AFTER CLOSE-OUT

DEPT	DATE IN	DATE OUT	INIT	INTER-DEPT ROUTING
AERO-MED				

NOTES: 1. No person other than those assigned to the Records Control Branch will remove any part of this document from the folder.

2. Departments will be fully responsible and accountable for documents in their custody until checked back into Records Control Branch.

3. Any department desiring to retain this report longer than five (5) working days must notify Records Control Branch of their need for extension.

DEPARTMENT OF THE NAVY

# Memorandum

*attached to original*

DATE: 4-13-69

FROM: 511

TO: 512

SUBJ: Supplemental Info to VAW-111 DET 20 AAR-269A BREWER of 7/8/69

1. Attached is the original of the "Maintenance Officer Statement" which we requested. I think we should insert this in the ORIGINAL AAR when it is received.
2. I have inserted a copy in our Advance Coding Copy and have listed it on the List of Enclosures.
3. Attached also is a copy for your file copy if you so desire.

VR  
GTB

**CARRIER AIRBORNE EARLY WARNING SQUADRON ONE HUNDRED ELEVEN**  
U. S. NAVAL AIR STATION, NORTH ISLAND  
SAN DIEGO, CALIFORNIA 92135

512  
FF12/VAM-111  
ADMIN:CLT:jn  
3750  
Ser: 179  
7 April 1969

**From:** Commanding Officer, Carrier Airborne Early Warning Squadron  
ONE HUNDRED ELEVEN  
**To:** Commander, Naval Safety Center  
**Subj:** VAM-111, Det 20, Accident Serial 1-69A, Concerning E-1B,  
BUNO 147235, of 18 February 1969, Pilot BREWER; Supplementary  
information on  
**Ref:** (a) NAVSAFECEN 282149Z MAR 69 (NOTAL)  
**Encl:** (1) Maintenance Officer's statement

1. The action addressee of reference (a) should be VAM-111, the appointing authority of the accident board for subject mishap.
2. The subject referred to, but missing, in reference (a) is assumed to be the same as the subject of this letter.
3. In accordance with reference (a), enclosure (1) is forwarded to be inserted in subject report. Add to Index of Enclosures, "27 Maintenance Officers Statement".

(b) (5)

C  
Copy to:  
VAM-111, Det 20/ISS KEARSARGE/CCAEM-11  
COMNAVSUBPAC/COMNAVAIRPAC

J. G. LEWIS  
"SPECIAL HANDLING REQUIRED IN ACCORDANCE  
WITH OPNAVINST 3750.6 SERIES"



STATEMENT OF CWO-2 ROGER D. LINKOUS, USN  
MAINTENANCE CONTROL OFFICER, VAW-111 DETACHMENT TWENTY

(b) (5)

IN THE THREE MONTHS PRIOR TO THE CRASH THERE WERE NO MAJOR POWER PLANT OR STRUCTURAL COMPONENT REPLACEMENTS AND NO RECORD OF UNUSUAL OCCURRENCES ( ie: HARD LANDINGS, CRUNCHES, OVERBOOSTS, ETC.). INSPECTION OF ALL AVAILABLE MAINTENANCE DOCUMENTATION, INCLUDING LOGBOOKS AND YELLOW SHEETS, FAILED TO REVEAL ANY DISCREPANCIES ON THE APN-22 RADAR ALTIMETER OR THE APQ-107 RA S SYSTEMS, AFTER THE AIRCRAFT COMPLETED PROGRESSIVE AIRCRAFT REWORK IN DECEMBER 1968. IF THE RADAR ALTIMETER WAS DEFECTIVE ON ANY FLIGHT PRIOR TO THE FLIGHT WHEN THE CRASH OCCURRED, THAT FACT WAS NOT REPORTED ON THE "YELLOW SHEET" OR REPORTED TO THE TECHNICIAN TROUBLESHOOTER. INABILITY TO RECOVER IDENTIFIABLE PARTS (NUMEROUS PARTS WERE COMPLETELY MELTED DOWN) AND/OR THE CHARRED CONDITION OF RECOVERED ITEMS, PRECLUDED DETERMINATION BY ENGINEERING INVESTIGATION OF THE ACTUAL OPERATIONAL CONDITION OF THE RADAR ALTIMETER/RA S EQUIPMENT.

*Roger D. Linkous*  
CWO-2 ROGER D. LINKOUS  
MAINTENANCE CONTROL OFFICER

"SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES"

Enclosure (1)

ENCLOSURE 27 OF AAR 1-69A VAW-111 Det 20

MESSAGE DRAFT  
510 442 (Rev. 7-68)

50  
51  
501

STE  
[Handwritten signature]

CLASSIFICATION  
UNCLASSIFIED

DATE: 28 MAR 1969

FROM NAVAL SAFETY  
CENTER

DRAFTED BY [Handwritten signature]  
E. T. BRIGHAN, JR. RSDP

[Handwritten signature]

ACTION

V PRECEDENCE V

INFO

	Mail	
	High	
	Message	
X	Routine	X
	Priority	
	Op Immed.	
	Exec.	
	Flash	

CARAEMRON ONE ONE ONE DET TWENTY

COMNAVAIRPAC  
CARAEMRON ONE ONE ONE

TEXT

UNCLAS E F T O

3750 AAR 1-69A CONCERNING EIB BUND 142235

A. OPNAVINST 3750.6F

1. MAINTENANCE OFFICER'S STATEMENT NOT INCLUDED IN ADVANCE COPY OF SUBJ AAR  
AS REQUIRED BY PARA 36C(2)(B) OF REF A. REQUEST SUBMIT 42ND.

REFERENCE MESSAGE

[Handwritten: 100/21552, 4488, 78, and a circled symbol]

TRANSMIT BY  
RADIO—

CLASS OF REP.

CNO

COM COM. OFFICE

DATE/TIME GROUP

282149Z MAR

MEMORANDUM

18 March 1969

DATE

From: 511  
To: Distribution List

Subj: Upgrading/Downgrading of Incidents/Ground Accidents/Accidents;  
notification of

1. Identification number 90218103 concerning E1B  
BUNO 147238 Unit VAW-111  
XX  
XX

2. The new identification number is SAME.

3. Pilot: BREWER

4. Authority: per Advance AAR Report

5. Other: Change Bureau Number to 147235 vice 147238

Has been dispatch coded, but  
not hard coded.

Very respectfully,

*BT Lingham Jr*

for S. W. EWING

Distribution:

11 10 (initials)  
12 30 (initials)  
60 30 (initials)  
512 10 (initials)

2/17/69

3/19/69

cs



3750  
80/

4993

6 JUN 1963

**SPECIAL HANDLING REQUIRED IN ACCORDANCE  
WITH OPERATING 3750.6 SERIES**

**SIXTH INCIDENT on VM-111 DET 20 AAR ser 1-69A concerning E-1B  
Belle 147235 accident occurring 18 Feb 69, pilot NUMBER**

**From: Commander Naval Air Force, U. S. Pacific Fleet  
To: Commander, Naval Safety Center**

**Subj: VM-111 DET 20 AAR ser 1-69A**

**1. Forwarded, concurring with the conclusions and recommendations of  
the Aircraft Accident Board. The remarks of the subsequent endoreers are  
noted.**

**(b) (5)**

*John E. Dolans*  
**John E. Dolans  
By direction**

**Copy to:  
NAWINTSTCONHQ  
CNO (CP-534)  
COMNAVJAGC  
CD USN HARRACK (CVS-33)  
NAWFLANTINFO NETPAGE  
CIR AFIP  
COMNAVJAGC ELEVEN  
COMNAVJAGC TWELVE  
OO CARANRON ONE ONE ONE  
\* OO CARANRON ONE TWO ONE  
OINC CARANRON ONE ONE ONE DET TWENTY**

FF7-11/3750  
Ser 015/883  
19 MAY 1969

**SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES**

**FIFTH ENDORSEMENT on VAN-111 DET 20, Accident 1-69A, concerning E-1B,  
BINO 167235 of 18 February 1969, Pilot ROSEN**

**From: Commander Fleet Air San Diego  
To: Commander Naval Safety Center  
Via: Commander Naval Air Force, U. S. Pacific Fleet**

**Subj: VAN-111 DET 20 AAR 1-69A; forwarding of**

**1. Forwarded, concurring in the conclusions and recommendations of the  
Aircraft Accident Board and the remarks of the Fourth Endorsement.**

**(b) (5)**

*C. A. Karabaris*

**C. A. KARABARIS**

**Copy to:  
COMNAVSTA (2)  
COMNAVSTA (AIR-09E)  
COMNAVPAC  
CNO (OP-534)  
Director, Armed Forces Institute of Pathology  
CD USS KANGAROO (CVS-33)  
COMNAV-11  
CD VAN-11  
OIC VAN-111 DET 20**

FF12/CCAENW-11  
COMO:REC:rd  
3750  
Ser 93

NAVY 2 1969

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAV 3750.6 SERIES

FOURTH ENDORSEMENT on VAW-111 Det 20, accident 1-69A, concerning E-1B, BUNO 147235, of 18 February 1969, pilot BREWER

From: Commander Carrier Airborne Early Warning Wing ELEVEN  
To: Commander Naval Safety Center  
Via: (1) Commander Fleet Air San Diego  
(2) Commander Naval Air Force, U. S. Pacific Fleet

Subj: VAW-111 Det 20 AAR 1-69A

1. Forwarded concurring with the conclusions and recommendations of the Accident Board.

(b) (5)

3. All addressees are requested to add the following to VAW-111 Det 20 ltr serial 63 of 18 March 1969; "SECOND ENDORSEMENT on VAW-111 Det 20, accident 1-69A, concerning E-1B BUNO 147235, of 18 February 1969, pilot BREWER".

*R. E. Chamberlain, Jr.*  
R. E. CHAMBERLAIN, Jr.

Copy to:  
COMNAVSAFECEN (2)  
COMNAVAIRSYSCOM (AIR-09E)  
COMNAVAIRPAC  
NAVFANTREPO BETHPAC  
COMFAIRSDIEGO  
COMCAREWING TWELVE  
CNO (OP-534)  
DIR, AFIP  
USS KEARSARGE (CVS-33)  
RVAN-120  
VAN-121  
VAN-111  
VAN-111 Det 20

CVS33/3750

03:AEG:fr

Ser 147 APR 1969

**SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAV INST 3750.6 SERIES**

**THIRD ENDORSEMENT on VAW-111 DET 20 AAR Serial 1-69A of 18 Feb 69 concerning E1B BuNo 147235, pilot BREWER**

**From: Commanding Officer, USS KEARSARGE (CVS-33)**  
**To: Commander Naval Safety Center**  
**Via: (1) Commander Carrier Airborne Early Warning Wing ELEVEN**  
**(2) Commander Fleet Air San Diego**  
**(3) Commander Naval Air Force, U.S. Pacific Fleet**

**Subj: Aircraft Accident Report Serial 1-69A of 18 Feb 69**

**Encl: (2) CONCARANTISUBAIRGRU FIFTY-NINE ltr ser 121 of 3 March 1969**

**1. Forwarded, concurring in the statements, conclusions and recommendations of the Accident Board and previous endorsements with the following exceptions and/or amplifying comments:**

**(b) (5)**

**SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAV INST 3750.6 SERIES**



CVS33/3750  
03:AEG:fr

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAV INST 3750.6 SERIES

(b) (5)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAV INST 3750.6 SERIES

CVS33/3750  
03:AEG:fr

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAV INST 3750.6 SERIES

(b) (5)

  
L. M. NEARMAN

Copy to:  
COMNAVIAIRSYSCOM  
COMNAVPLANTREPO BETHPAGE  
COMCARAERWING TWELVE  
CNO (OP 534)  
DIR, AFIP  
CO VAW 111  
CO VAW 121  
CO RVAW 110  
CO RVAW 120

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAV INST 3750.6 SERIES

**COMMANDER  
CARRIER ANTI-SUBMARINE AIR GROUP FIFTY-NINE  
PPO SAN FRANCISCO 00001**

CVSG-59/10:32

1630

Ser 121

8 MAR 1964

**From: Commander Carrier Anti-Submarine Air Group FIFTY-NINE  
To: Commanding Officer, USS KEARSARGE (CVS-33)**

**Subj: Recent Carrier Qualifications aboard USS KEARSARGE (CVS-33)**

1. On behalf of the officers and men of Air Group FIFTY-NINE, I would like to express my sincere appreciation for the outstanding cooperation and assistance rendered by USS KEARSARGE during our recent C.Q. efforts. Your crews "Can Do Spirit" was instrumental in achieving 375 day landings and 261 night landings in only three days. In view of the obstacles encountered such as limited sea space, rough seas and sometimes marginal weather, these totals are indeed noteworthy.
2. Special plaudetts are extended to CDR VAN KLECK and the Air Department. Their patience and understanding was a tremendous asset in conducting an orderly flow of aircraft on and off the ship. Special thanks also to LCDR PIETROSKI and LCDR AUBREY from Air Operations who did so much to fulfill our every need.
3. The very best to you and your crew on the forthcoming WESTPAC deployment. Air Group FIFTY-NINE would consider it a pleasure to work with KEARSARGE and her crew anytime and anyplace.

  
A. D. FOX

113

**CARRIER AIRBORNE EARLY WARNING SQUADRON ONE HUNDRED ELEVEN  
DETACHMENT TWENTY  
FLEET POST OFFICE  
SAN FRANCISCO, CALIFORNIA  
94101**

**FF12/VAW-111(20)  
ADMINWPHwrk  
3750  
Ser: 63  
18 MAR 1969**

**From: Officer in Charge, Detachment TWENTY, Carrier Airborne Early Warning  
Squadron ONE HUNDRED ELEVEN  
To: Commander, Naval Safety Center  
Via: Commanding Officer, USS KEARSARGE (CVS-33)  
Commander, Carrier Airborne Early Warning Wing ELEVEN  
Commander Fleet Air San Diego  
Commander Naval Air Force U. S. Pacific Fleet**

**Subj: Aircraft Accident Report; endorsement on**

**1. Forwarded, concurring in the statements, conclusions, and recommendations of  
the accident board and Commanding Officer of Carrier Airborne Early Warning  
Squadron ONE HUNDRED ELEVEN with the following exception and recommendation.**

**(b) (5)**

*W. F. Hale*  
**W. F. HALE**

**Copy to:  
COMNAVBASCOM VAW-111  
NAVPLANTREPO BETHPAGE  
COMCARAETWING TWELVE VAW-121  
CNO (CP-534) RVAN-110  
DIR, AFIP RVAN-120**

**SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES**



# ORIGINAL

FF12/VAW-111  
ADMIN:BB:mds  
3750  
Ser: 130  
10 March 1969

**FIRST ENDORSEMENT on Aircraft Accident Report of E-1B Bureau Number 147235**

**From:** Commanding Officer, Carrier Airborne Early Warning Squadron  
ONE HUNDRED ELEVEN  
**To:** Commander, Naval Safety Center  
**Via:** Officer-in-Charge, Detachment TWENTY, Carrier Airborne Early Warning  
Squadron ONE HUNDRED ELEVEN  
Commanding Officer, USS Kearsarge (CVR-33)  
Commander, Carrier Airborne Early Warning Wing ELEVEN  
Commander Fleet Air San Diego  
Commander Naval Air Force U. S. Pacific Fleet

**Subj:** Aircraft Accident Report; endorsement on

1. Forwarded, concurring in the conclusions and recommendations of the accident board.
2. The board's recommended points have been reemphasized to the pilots. The following additional steps are being taken:

(b) (5)

Copy to:  
COMNAVSPECN (2)  
COMNAVINSTCON  
COMNAVAIRPAC  
NAVPLANTSEPO HETHPAGE  
COMFAIRSDIEGO  
COMCARAWING ELEVEN  
COMCARAWING TWELVE  
CNO (OP-54)

DIR, AFIP  
RVAM-110  
RVAM-120  
VAM-121

*B. Bushong*  
B. BUSHONG

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

# AIRCRAFT ACCIDENT REPORT

FORM 270-1A (Rev. 3-69) Page 1

SPECIAL HANDLING REQUIRED in accordance with

Para. 63, OPNAV INSTRUCTION 37506, effective edition

REPORT NUMBER 2804

## PART 1 GENERAL

1. AIRCRAFT ACCIDENT BOARD APPROVED BY <b>CO. WAW-111</b>	2. SERIAL NO. <b>DET 20, 1-624</b>	3. DTG (LOC. & OF MIDWAY) <b>180241U FEB</b>	4. MODEL AIRCRAFT <b>ELB</b>	5. ORIGIN NUMBER <b>147235</b>
6. COMMANDER, BOARD <b>CO. WAW-111</b>	7. SAFETY CENTER <b>RC</b>	8. LOCATION OF MIDWAY <b>ISLAND 33-26.8 N 118-33.5 W</b>	9. TYPE OF FLIGHT <b>NIGHT</b>	10. TIME IN FLIGHT <b>0 + 12</b>
11. CO. WAW-111	12. CO. USS KEARSARGE	13. TYPE OF FLIGHT <b>VFR</b>	14. ALTITUDE <b>1300</b>	15. WEIGHT <b>26,000 LBS.</b>
16. CO. WAW-111	17. CO. WAW-111	18. TYPE OF FLIGHT <b>VFR</b>	19. ALTITUDE <b>1300</b>	20. WEIGHT <b>26,000 LBS.</b>
21. CO. WAW-111	22. CO. WAW-111	23. TYPE OF FLIGHT <b>VFR</b>	24. ALTITUDE <b>1300</b>	25. WEIGHT <b>26,000 LBS.</b>
26. CO. WAW-111	27. CO. WAW-111	28. TYPE OF FLIGHT <b>VFR</b>	29. ALTITUDE <b>1300</b>	30. WEIGHT <b>26,000 LBS.</b>
31. CO. WAW-111	32. CO. WAW-111	33. TYPE OF FLIGHT <b>VFR</b>	34. ALTITUDE <b>1300</b>	35. WEIGHT <b>26,000 LBS.</b>
36. CO. WAW-111	37. CO. WAW-111	38. TYPE OF FLIGHT <b>VFR</b>	39. ALTITUDE <b>1300</b>	40. WEIGHT <b>26,000 LBS.</b>
41. CO. WAW-111	42. CO. WAW-111	43. TYPE OF FLIGHT <b>VFR</b>	44. ALTITUDE <b>1300</b>	45. WEIGHT <b>26,000 LBS.</b>
46. CO. WAW-111	47. CO. WAW-111	48. TYPE OF FLIGHT <b>VFR</b>	49. ALTITUDE <b>1300</b>	50. WEIGHT <b>26,000 LBS.</b>
51. CO. WAW-111	52. CO. WAW-111	53. TYPE OF FLIGHT <b>VFR</b>	54. ALTITUDE <b>1300</b>	55. WEIGHT <b>26,000 LBS.</b>
56. CO. WAW-111	57. CO. WAW-111	58. TYPE OF FLIGHT <b>VFR</b>	59. ALTITUDE <b>1300</b>	60. WEIGHT <b>26,000 LBS.</b>
61. CO. WAW-111	62. CO. WAW-111	63. TYPE OF FLIGHT <b>VFR</b>	64. ALTITUDE <b>1300</b>	65. WEIGHT <b>26,000 LBS.</b>
66. CO. WAW-111	67. CO. WAW-111	68. TYPE OF FLIGHT <b>VFR</b>	69. ALTITUDE <b>1300</b>	70. WEIGHT <b>26,000 LBS.</b>
71. CO. WAW-111	72. CO. WAW-111	73. TYPE OF FLIGHT <b>VFR</b>	74. ALTITUDE <b>1300</b>	75. WEIGHT <b>26,000 LBS.</b>
76. CO. WAW-111	77. CO. WAW-111	78. TYPE OF FLIGHT <b>VFR</b>	79. ALTITUDE <b>1300</b>	80. WEIGHT <b>26,000 LBS.</b>
81. CO. WAW-111	82. CO. WAW-111	83. TYPE OF FLIGHT <b>VFR</b>	84. ALTITUDE <b>1300</b>	85. WEIGHT <b>26,000 LBS.</b>
86. CO. WAW-111	87. CO. WAW-111	88. TYPE OF FLIGHT <b>VFR</b>	89. ALTITUDE <b>1300</b>	90. WEIGHT <b>26,000 LBS.</b>
91. CO. WAW-111	92. CO. WAW-111	93. TYPE OF FLIGHT <b>VFR</b>	94. ALTITUDE <b>1300</b>	95. WEIGHT <b>26,000 LBS.</b>
96. CO. WAW-111	97. CO. WAW-111	98. TYPE OF FLIGHT <b>VFR</b>	99. ALTITUDE <b>1300</b>	100. WEIGHT <b>26,000 LBS.</b>

(b) (5)

1. NAME (Last, First, & middle initial) <b>BORRAN, M.D. Jr.</b>	2. GRADE <b>LT</b>	3. DATE <b>(b) (6)</b>	4. DTG <b>1315</b>	5. LOCATION <b>USNR</b>	6. AGE <b>27</b>	7. GRADE <b>3</b>	8. GRADE <b>PILOT</b>	9. GRADE <b>P</b>	10. GRADE <b>A</b>
11. SIGNATURE <b>RAY, B.W.</b>									

12. ALL MODELS <b>2030</b>	13. ALL MODELS IN LAST 12 MONTHS <b>168</b>	14. ALL MODELS IN LAST 3 MONTHS <b>47</b>	15. ALL MODELS IN LAST 12 MONTHS <b>685</b>	16. ALL MODELS IN LAST 3 MONTHS <b>168</b>	17. ALL MODELS IN LAST 12 MONTHS <b>168</b>	18. ALL MODELS IN LAST 3 MONTHS <b>168</b>	19. ALL MODELS IN LAST 12 MONTHS <b>168</b>	20. ALL MODELS IN LAST 3 MONTHS <b>168</b>	21. ALL MODELS IN LAST 12 MONTHS <b>168</b>	22. ALL MODELS IN LAST 3 MONTHS <b>168</b>	23. ALL MODELS IN LAST 12 MONTHS <b>168</b>	24. ALL MODELS IN LAST 3 MONTHS <b>168</b>	25. ALL MODELS IN LAST 12 MONTHS <b>168</b>	26. ALL MODELS IN LAST 3 MONTHS <b>168</b>	27. ALL MODELS IN LAST 12 MONTHS <b>168</b>	28. ALL MODELS IN LAST 3 MONTHS <b>168</b>	29. ALL MODELS IN LAST 12 MONTHS <b>168</b>	30. ALL MODELS IN LAST 3 MONTHS <b>168</b>	31. ALL MODELS IN LAST 12 MONTHS <b>168</b>	32. ALL MODELS IN LAST 3 MONTHS <b>168</b>	33. ALL MODELS IN LAST 12 MONTHS <b>168</b>	34. ALL MODELS IN LAST 3 MONTHS <b>168</b>	35. ALL MODELS IN LAST 12 MONTHS <b>168</b>	36. ALL MODELS IN LAST 3 MONTHS <b>168</b>	37. ALL MODELS IN LAST 12 MONTHS <b>168</b>	38. ALL MODELS IN LAST 3 MONTHS <b>168</b>	39. ALL MODELS IN LAST 12 MONTHS <b>168</b>	40. ALL MODELS IN LAST 3 MONTHS <b>168</b>	41. ALL MODELS IN LAST 12 MONTHS <b>168</b>	42. ALL MODELS IN LAST 3 MONTHS <b>168</b>	43. ALL MODELS IN LAST 12 MONTHS <b>168</b>	44. ALL MODELS IN LAST 3 MONTHS <b>168</b>	45. ALL MODELS IN LAST 12 MONTHS <b>168</b>	46. ALL MODELS IN LAST 3 MONTHS <b>168</b>	47. ALL MODELS IN LAST 12 MONTHS <b>168</b>	48. ALL MODELS IN LAST 3 MONTHS <b>168</b>	49. ALL MODELS IN LAST 12 MONTHS <b>168</b>	50. ALL MODELS IN LAST 3 MONTHS <b>168</b>	51. ALL MODELS IN LAST 12 MONTHS <b>168</b>	52. ALL MODELS IN LAST 3 MONTHS <b>168</b>	53. ALL MODELS IN LAST 12 MONTHS <b>168</b>	54. ALL MODELS IN LAST 3 MONTHS <b>168</b>	55. ALL MODELS IN LAST 12 MONTHS <b>168</b>	56. ALL MODELS IN LAST 3 MONTHS <b>168</b>	57. ALL MODELS IN LAST 12 MONTHS <b>168</b>	58. ALL MODELS IN LAST 3 MONTHS <b>168</b>	59. ALL MODELS IN LAST 12 MONTHS <b>168</b>	60. ALL MODELS IN LAST 3 MONTHS <b>168</b>	61. ALL MODELS IN LAST 12 MONTHS <b>168</b>	62. ALL MODELS IN LAST 3 MONTHS <b>168</b>	63. ALL MODELS IN LAST 12 MONTHS <b>168</b>	64. ALL MODELS IN LAST 3 MONTHS <b>168</b>	65. ALL MODELS IN LAST 12 MONTHS <b>168</b>	66. ALL MODELS IN LAST 3 MONTHS <b>168</b>	67. ALL MODELS IN LAST 12 MONTHS <b>168</b>	68. ALL MODELS IN LAST 3 MONTHS <b>168</b>	69. ALL MODELS IN LAST 12 MONTHS <b>168</b>	70. ALL MODELS IN LAST 3 MONTHS <b>168</b>	71. ALL MODELS IN LAST 12 MONTHS <b>168</b>	72. ALL MODELS IN LAST 3 MONTHS <b>168</b>	73. ALL MODELS IN LAST 12 MONTHS <b>168</b>	74. ALL MODELS IN LAST 3 MONTHS <b>168</b>	75. ALL MODELS IN LAST 12 MONTHS <b>168</b>	76. ALL MODELS IN LAST 3 MONTHS <b>168</b>	77. ALL MODELS IN LAST 12 MONTHS <b>168</b>	78. ALL MODELS IN LAST 3 MONTHS <b>168</b>	79. ALL MODELS IN LAST 12 MONTHS <b>168</b>	80. ALL MODELS IN LAST 3 MONTHS <b>168</b>	81. ALL MODELS IN LAST 12 MONTHS <b>168</b>	82. ALL MODELS IN LAST 3 MONTHS <b>168</b>	83. ALL MODELS IN LAST 12 MONTHS <b>168</b>	84. ALL MODELS IN LAST 3 MONTHS <b>168</b>	85. ALL MODELS IN LAST 12 MONTHS <b>168</b>	86. ALL MODELS IN LAST 3 MONTHS <b>168</b>	87. ALL MODELS IN LAST 12 MONTHS <b>168</b>	88. ALL MODELS IN LAST 3 MONTHS <b>168</b>	89. ALL MODELS IN LAST 12 MONTHS <b>168</b>	90. ALL MODELS IN LAST 3 MONTHS <b>168</b>	91. ALL MODELS IN LAST 12 MONTHS <b>168</b>	92. ALL MODELS IN LAST 3 MONTHS <b>168</b>	93. ALL MODELS IN LAST 12 MONTHS <b>168</b>	94. ALL MODELS IN LAST 3 MONTHS <b>168</b>	95. ALL MODELS IN LAST 12 MONTHS <b>168</b>	96. ALL MODELS IN LAST 3 MONTHS <b>168</b>	97. ALL MODELS IN LAST 12 MONTHS <b>168</b>	98. ALL MODELS IN LAST 3 MONTHS <b>168</b>	99. ALL MODELS IN LAST 12 MONTHS <b>168</b>	100. ALL MODELS IN LAST 3 MONTHS <b>168</b>
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1. NAME (Last, First, & middle initial) <b>BORRAN, F.E.</b>	2. GRADE <b>LTJG</b>	3. DATE <b>USN</b>	4. DTG <b>(b) (6)</b>	5. LOCATION <b>WAW-111</b>	6. AGE <b>DET 33</b>	7. GRADE <b>A</b>	8. GRADE <b>PAGE</b>	9. GRADE <b>1ST</b>
10. NAME (Last, First, & middle initial) <b>GARRISON, L.W.</b>	11. GRADE <b>LTJG</b>	12. DATE <b>USN</b>	13. DTG <b>(b) (6)</b>	14. LOCATION <b>WAW-111</b>	15. AGE <b>DET 33</b>	16. GRADE <b>A</b>	17. GRADE <b>PAGE</b>	18. GRADE <b>1ST</b>
19. NAME (Last, First, & middle initial) <b>TARALDSE, R.A.</b>	20. GRADE <b>LTJG</b>	21. DATE <b>USN</b>	22. DTG <b>(b) (6)</b>	23. LOCATION <b>WAW-111</b>	24. AGE <b>DET 33</b>	25. GRADE <b>A</b>	26. GRADE <b>PAGE</b>	27. GRADE <b>1ST</b>



# AIRCRAFT ACCIDENT REPORT

FORM 370-1A Rev. 3-62 Page 1

SPECIAL HANDLING REQUIRED in accordance with

Para. 56, OPNAV INSTRUCTION 3750.4, effective edition

FORM 370-1A

## PART I GENERAL

1. AIRCRAFT ACCIDENT BOARD APPROVED BY <b>CO, WAM-111</b>	2. SERIAL NO. <b>DET 20 1-62</b>	3. DTG (LOCAL) OF WISAP <b>180211U FEB</b>	4. MODEL AIRCRAFT <b>ELB</b>	5. DESIGN NUMBER <b>147235</b>
6. COMMANDER, Naval Aviation Safety Center <b>1. WAM</b>		7. LOCATION OF WISAP	8. TIME OF DAY	9. TIME IN FLIGHT
10. CREW		11. TYPE CLEARANCE	12. ALTITUDE	13. ALTITUDE
14. SHORT DESCRIPTION OF WISAP		15. ELEVATION AT TIME OF WISAP	16. TERRAIN	17. AIRCRAFT
18. LIST MODEL, WISAP REPORTING CIRCULAR AND DAMAGE CLASSIFICATION OF ANY OTHER APC INVOLVED (Consult OPNAV Form 370-1 for each APC)				

FACTOR	FACTOR	FACTOR
1. PILOT ERROR IN TECHNIQUE/JUDGMENT	2. SERVICING PERSONNEL	17. WEATHER
2. PILOT DEVIATION FROM ROUTING PROCEDURES	3. LANDING SIGNAL OFFICER	18. DESIGN AIRCRAFT
3. PILOT INCORRECT OPERATION OF APC SYSTEM	4. OTHER PERSONNEL (Specify)	19. DESIGN CREW EQUIPMENT
4. PILOT OTHER (Specify)	5. ADMINISTRATIVE	20. DESIGN OTHER (Specify)
5. CREW	6. FACILITIES RUNWAY, OVERFLOW TAXIWAY, FLIGHT DECK	21. ROLLING/PITCHING DOWN DESIGN CREW
6. MAINTENANCE PERSONNEL	7. FACILITIES NAV AIDS, LAND NG AIDS (VOR, DCA, ILS, DIFPRO)	22. MATERIAL FAILURE/MALFUNCTION
7. MAINTENANCE SUPERVISORY	8. FACILITIES CATALYTIC, ARRESTING DECK (Ship or Field)	23. UNDETERMINED
8. MAINTENANCE OTHER (Specify)	9. FACILITIES OTHER (Specify)	24. OTHER (Specify)

1. NAME (Last, First, & Middle Initial)	2. GRADE	3. UNIT	4. DATE	5. AREA	6. APP	7. LEADS	8. PILOT	9. POSITION	10. SIGNATURE
PILOT (or COMMANDER if not of aircraft)									
CO-PILOT (Identify & submit separate card)									
<b>RAY, P.W.</b>	<b>LT</b>	<b>(b) (6)</b>	<b>1315</b>	<b>USNR</b>	<b>28</b>	<b>3</b>	<b>PILOT IN COMMAND</b>	<b>O/P</b>	<b>A</b>

ITEM	ITEM
1. ALL MODELS	2. CV LANDINGS DAY/NIGHT
1090	ALL
2. ALL MODELS IN LAST 12 MONTHS	3. CV LANDINGS LAST 6 MONTHS DAY/NIGHT
544	ALL
3. ALL MODELS IN LAST 3 MONTHS	4. INSTRUMENT HOURS LAST 3 MONTHS ACTUAL/SIMULATED
56	ALL
4. ALL SERIES THIS MODEL	5. NIGHT HOURS LAST 3 MONTHS
APC	ALL
OPT/OPT	NA
5. ALL SERIES THIS MODEL	6. TOTAL HOURS IN FLIGHT (if not mishap)
APC	ALL
OPT/OPT	NA
6. ALL SERIES THIS MODEL	7. LAST PRIOR FLIGHT ALL SERIES THIS MODEL
APC	DATE
OPT/OPT	DURATION
66	18 FEB
DATE OF LAST UNTOUCHED INSPECTION CHECK	29 JAN 1969/3.85
TYPE INSTRUMENT CARD	
STAN	

1. NAME (Last, First, & Middle Initial)	2. GRADE	3. UNIT	4. DATE	5. AREA	6. APP	7. LEADS	8. PILOT	9. POSITION	10. SIGNATURE

# **AIRCRAFT ACCIDENT REPORT**

OPNAV FORM 8720-1A (Rev. 3-69) Page 2

SPECIAL HANDLING REQUIRED in accordance with

Para. 64, OPNAV INSTRUCTION 3720.6, effective edition

OPNAV REPORT 8720-1

## **PART II MAINTENANCE, CONTROL, AND FACILITIES DATA**

1. TYPE OF MAINTENANCE	2. PLANT OR SHOP	3. NO. OF PERSONNEL	4. DATE OF MAINTENANCE	5. DATE OF MAINTENANCE	6. DATE OF MAINTENANCE	7. TYPE OF MAINTENANCE	8. PLANT OR SHOP	9. NO. OF PERSONNEL

1. AIRCRAFT	2. AIRCRAFT	3. AIRCRAFT	4. AIRCRAFT	5. AIRCRAFT	6. AIRCRAFT	7. AIRCRAFT	8. AIRCRAFT	9. AIRCRAFT

1. PARTS	2. PARTS	3. PARTS	4. PARTS	5. PARTS	6. PARTS	7. PARTS	8. PARTS	9. PARTS

1. AIRCRAFT	2. AIRCRAFT	3. AIRCRAFT	4. AIRCRAFT	5. AIRCRAFT	6. AIRCRAFT	7. AIRCRAFT	8. AIRCRAFT	9. AIRCRAFT

1. AIRCRAFT	2. AIRCRAFT	3. AIRCRAFT	4. AIRCRAFT	5. AIRCRAFT	6. AIRCRAFT	7. AIRCRAFT	8. AIRCRAFT	9. AIRCRAFT



1. AIRCRAFT MODEL <input type="checkbox"/> C-119 <input type="checkbox"/> C-119B	2. AIRCRAFT TYPE C-119B	3. WIND OVER BOARD	4. RELATIVE WIND	5. AIRCRAFT SPEED
6. AIRCRAFT WEIGHT	7. LOCAL WINDS	8. LOCATION OF SHIP	9. LAUNCHING GEAR AND GEAR NUMBER	

10. COMPLETION OF THE REPORT BY THE PILOT OR OTHER PERSON

11. This portion shall be completed whenever (1) an aircraft accident involves involving gear barrier and/or barrier equipment, or (2) an aircraft accident involves malfunctioning of aircraft gear, barrier and/or barrier equipment. Incidents or routine damage to other, weathering and other equipment need not be reported herein.

12. GEAR	13. LOCK NUMBER (P.S.)	14. GEAR TYPE (P.S.)	15. CONTROL VALVE SETTINGS		16. ACCUMULATOR PRESSURE (P.S.)	17. COMMENTS (for each failure specify no. readings and months in service)
			CONSTANT PRESSURE RATE (P.S.)	RATIO		
GEAR FORWARD						
GEAR FORWARD						
GEAR/						
DAMAGE						

FOR ACCIDENTS ALONG CARRIERS (complete on pilot)

1. DATE EMPLOYED COMM	2. DAY HOURS/LANDINGS SINCE EMPLOYMENT	3. DAY HOURS/LANDINGS LAST 30 DAYS
4. NO. DAYS OPERATING PERIOD	5. NIGHT HOURS/LANDINGS SINCE EMPLOYMENT	6. NIGHT HOURS/LANDINGS LAST 30 DAYS

WEATHER AT SCENE OF SHIP

1. CLOUDS 15-3000 FT	2. VISIBILITY 3-5 NM	3. RELATIVE WIND DIRECTION AND VELOCITY 141	4. TEMPERATURE SURFACE 141 OUTSIDE AIR 141	5. JET POINT 141	6. ALTITUDE SETTING 141
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7. OTHER WEATHER CONDITIONS (include alt., time, temp., etc. as appropriate)

UNKNOWN

PART OF ADDITIONAL INFORMATION

2. DISTRIBUTION:	
CONVAIR-770 (2)	DIR, AFIP ✓
CONVAIR-580 ✓	RVW-110 ✓
CONVAIR-580 ✓	RVW-120 ✓
NAVPLANTREPO BETHPAGE ✓	W-121 ✓
CONVAIR-580 ✓	
CONVAIR-580 ELEVEN ✓	
CONVAIR-580 TWELVE ✓	
CNO (OP-534) ✓	

8. COST DAMAGE TO:	9. EQUIPMENT DAMAGE	10. PRIVATE PROPERTY	11. DATE REPORTED 7 MAR 1969
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(b) (6)

When preparing Incident and Ground Accident reports, items indicated by an asterisk in the upper right hand corner must be filled in. Other items considered appropriate should also be filled in.

PART V

THE ACCIDENT

At 0229U on 13 February 1969, E-1B BuNo 147235, Modex RR 761, was catapulted from USS KEARSARGE (CVS-33) for a point-to-point flight to NAS North Island, San Diego, California. LT Melvin D. BREWER, (b) (6) 1315, the pilot, was at the controls in the left pilot's seat. LT Billy W. RAY, (b) (6) 1315, the Pilot-in-Command, occupied the co-pilot's seat and three passengers; LTJG Edward A. THAMMSEN, (b) (6) 1315; LTJG Francis E. HORAHN, (b) (6) 1310; and LTJG Larry W. GARRISON, (b) (6) 1315 occupied the remaining seats in the aircraft. The ship's position at 0230U (one minute after launch) was fixed by radar at 33°-36.9' North, 118°-43.4' West which plots 306° Mag. 13.2 NM from the crash site (enclosure 1). After launch RR 761 checked in with KEARSARGE Departure Control and was given clearance for a left turn-out and a climb to an unspecified enroute altitude. Estimated time enroute to North Island was given as 45 minutes (enclosure 2). The pilot was made aware shortly before launch that North Island was bearing 113° Mag. at 89 NM.

(b) (5)

About 3 minutes after take-off, RR 761 contacted San Diego Fleet Air Control Surveillance Facility (FACSFAC), Radio Call BEAVER CONTROL, and shortly thereafter advised KEARSARGE Departure Control of this fact. Departure acknowledged this transmission. RR 761 requested flight following service from FACSFAC, but was advised by the FACSFAC Controller that equipment problems precluded this service (enclosure 3). There were no further known radio transmissions heard from RR 761 after approximately 0236U. Upon the expiration of the 45 minute estimated time enroute, several attempts were made by FACSFAC to contact RR 761. At 0428U the aircraft was one hour overdue and SAR procedures were initiated. Search aircraft were launched from USS KEARSARGE, the San Diego Coast Guard Station and NAS North Island. At 0641U wreckage, later identified as RR 761, was located at the 1510 foot level of a ridge on the northwestern end of Santa Catalina Island at 33°-26.8' North 118°-33.5' West (enclosure 4). There were no survivors. From the launch position and apparent flight path, the time of flight was estimated to be 12 minutes, making the time of impact 0241U.

SPECIAL DRAWING E-1B IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

## PART VI

### DAMAGE

E-1B BUWO 147235, Modex RR 761, disintegrated and burned following impact with a mountain ridge located on Santa Catalina Island at 33-26.8 North, 118-33.5 West. Crash scene observations indicated the aircraft was heading approximately 122 degrees magnetic, at an altitude of about 1510 feet, at the time of impact. The ridge crest, located 220 feet slant range from initial impact point, is 1620 feet MSL. The slope angle is approximately 35 degrees at impact point, 30 degrees at a point midway between impact point and the ridge crest, and 25 degrees near the top of the slope (enclosure 5). The distribution of wreckage and impact marks indicated the aircraft hit the mountain slope in a horizontal flight path with wings level. The distribution of aircraft components at the crash scene generally corresponded to aircraft installation, i.e. the right wing and right engine on the right side (enclosure 6, 7 and 8). Some components traveled over the ridge crest, down a 35 degree slope, and came to rest in an area where the terrain levels 130 feet from the ridge (enclosure 8 and 9). Most of the parts found in this area comprised the forward one-third and upper half of the aircraft. Examples include radome, pilot's and co-pilot's seats, portions of the instrument panel and overhead console, various structural and fuselage shell components, and electronics equipment mounted high within the crew compartment. Except for a few items on the outer extremities of the wreckage, the aircraft burned intensely as indicated by molten metal, charred components and burned grass. There were no components salvageable for other than investigative purposes. The wreckage was released for disposal on 28 February 1969.

PART VII

INVESTIGATION/ANALYSIS

(b) (5)



(b) (5)

(2)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

(b) (5)

(3)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

(b) (5)

(4)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

(b) (5)

(5)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES



(b) (5)

PART VIII

CONCLUSIONS

(b) (5)

**(b) (5)**

PART IX

RECAPITULATIONS

(b) (5)

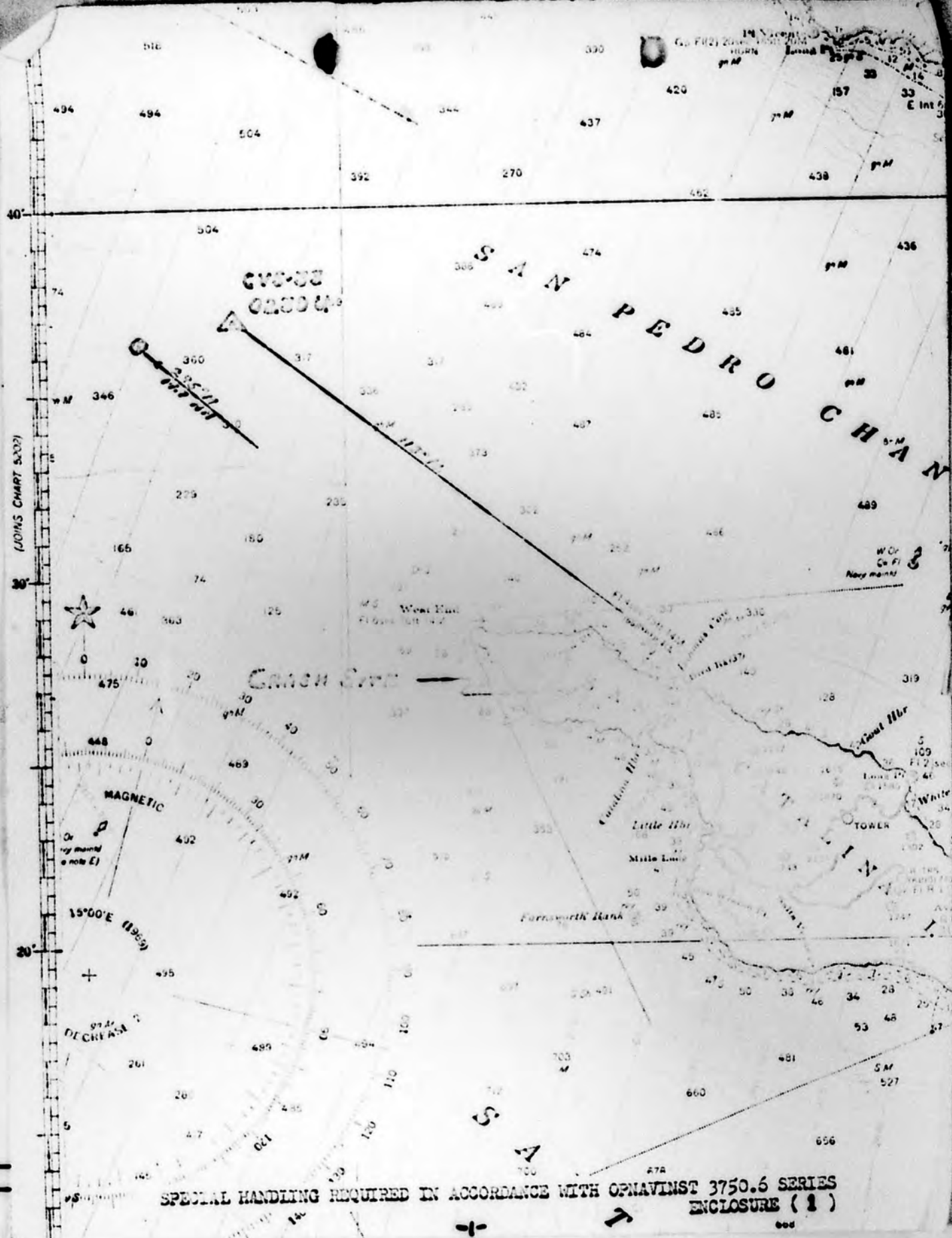
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPM/VINIST 3750.6 SERIES



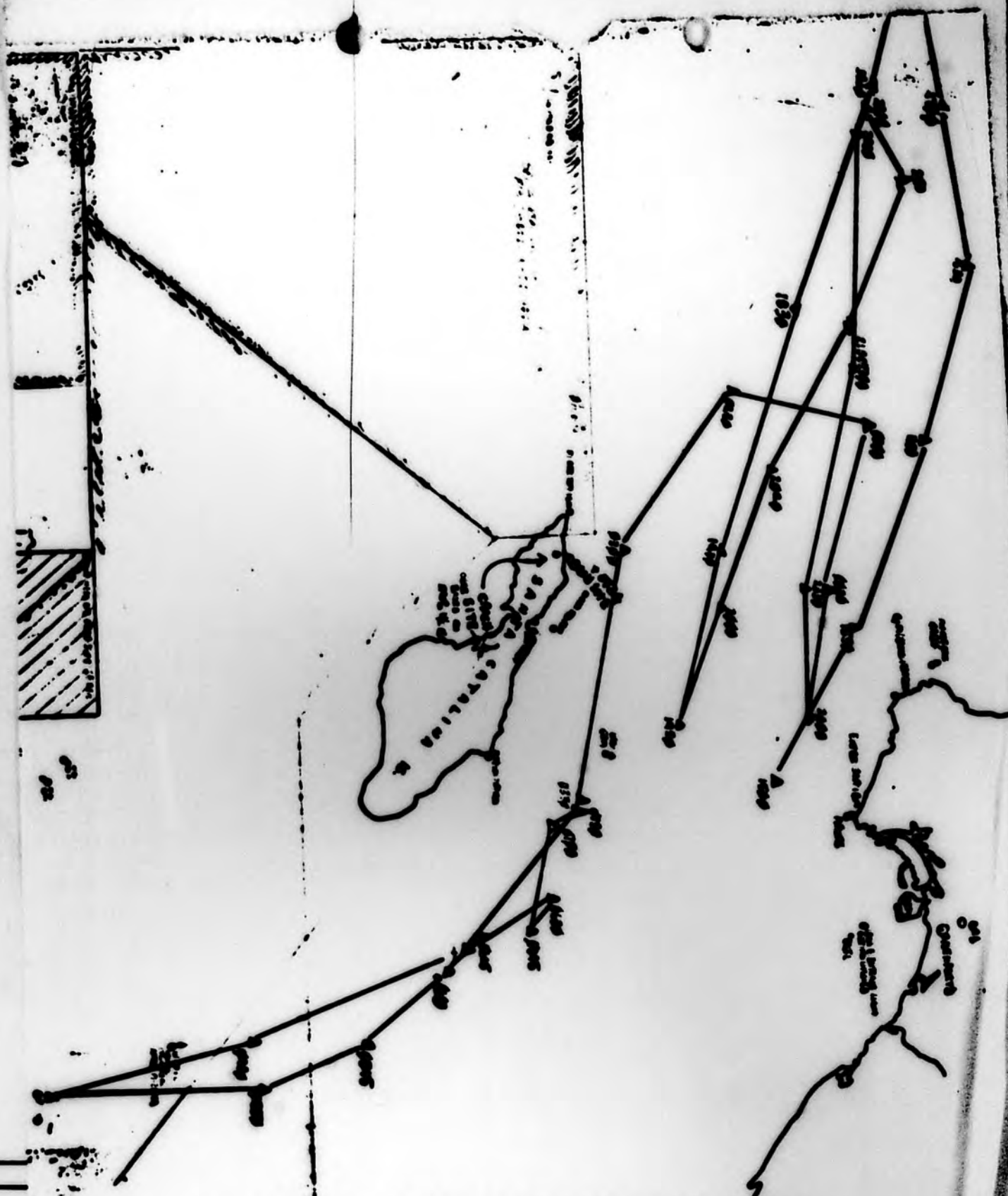
VAM-111 DET 20 SERIAL 1-69A, CONCERNING E-1B BUNO 147235, OCCURRING  
18 FEB 1969, PILOT BREWER

INDEX OF ENCLOSURES

<u>ENCLOSURE</u>	<u>TITLE</u>
1	AREA CHART AND CIC TRACK CHART
2	COPY OF TAPE TRANSCRIPT BETWEEN 147235 AND USS KEARSARGE
3	COPY OF TAPE TRANSCRIPT BETWEEN 147235 AND FLEET AIR CONTROL SURVEILLANCE FACILITY, SAN DIEGO
4	PHOTO, PROBABLE FLIGHT PATH OF E-1B 147235
5	PHOTO, IMPACT SLOPE ANGLE
6	PHOTO, CRASH SCENE, BOTH SIDES OF RIDGE
7	PHOTO, CRASH SCENE, IMPACT SIDE
8	WRECKAGE DIAGRAM
9	PHOTO, CRASH SCENE, FAR SIDE OF RIDGE
10	STATEMENT OF LT J.A. CARLISLE, CO-PILOT OF 147235 ON PRE- CEDING FLIGHT
11	USS KEARSARGE 0200U WEATHER OBSERVATION
12	USS KEARSARGE 0300U WEATHER OBSERVATION
13	FAA 0200U AND 0300U SEQUENCE REPORT (SAN CLEMENTE ISLAND)
14	STATEMENT OF LT F.L. DAVIS, RVAW-110 LSO ABOARD USS KEARSARGE MORNING OF 18 FEB 1969
15	STATEMENT OF LCDR R.D. AMBREY, AIR OPERATIONS WATCH OFFICER, USS KEARSARGE
16	STATEMENT OF AIRMAN J.B. MORRIS, AIR OPERATIONS CRT PLOTTER, USS KEARSARGE
17	STATEMENT OF CDR J.R. SCHERMERHORN, AIR OPERATIONS OFFICER, USS KEARSARGE
18	PHOTO, E-1B TACAN COUPLES
19	COPY OF TAPE TRANSCRIPT BETWEEN RVAW-110 AIRCRAFT (TT-11) AND USS KEARSARGE
20	STATEMENT OF LT G.C. KERCKFFY, PLANE COMMANDER OF RVAW-110 AIRCRAFT (TT-11)
21	STATEMENT OF AC2 M.A. WULF, DEPARTURE CONTROLLER ABOARD USS KEARSARGE
22	CATCC EQUIPMENT STATUS REPORT
23	STATEMENT OF ETCS H.M. HARTER, "OE" DIVISION SUPERVISOR, USS KEARSARGE
24	PILOT RESUME OF LT M.D. BREWER FOR PRECEDING FIVE FISCAL YEARS
25	PILOT RESUME OF LT B.W. RAY FOR PRECEDING FIVE FISCAL YEARS
26	MEDICAL OFFICER'S REPORT (ORIGINAL ONLY)
27.	<i>MAINTENANCE Officer's Statement</i>

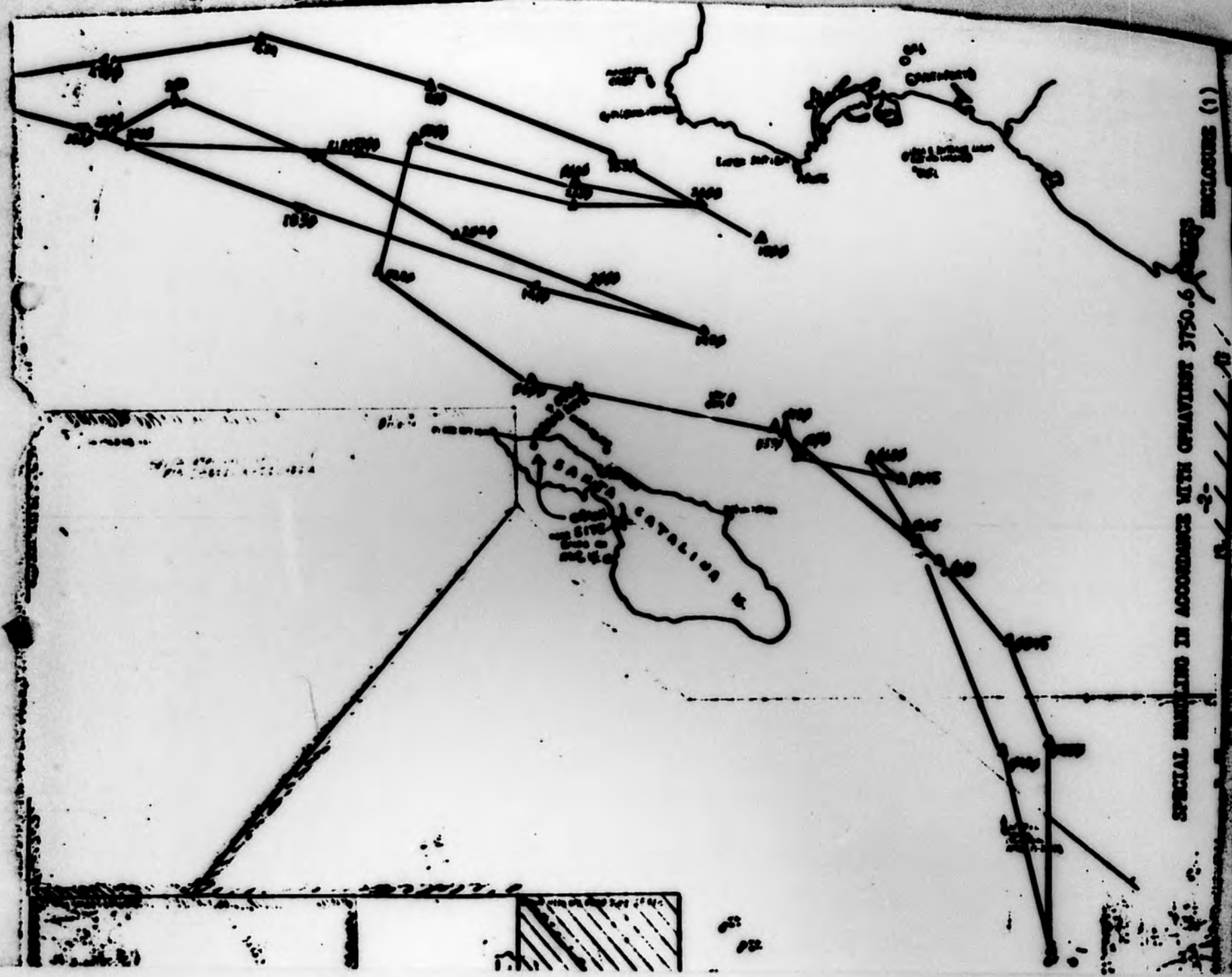


SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES  
ENCLOSURE ( 1 )



SPECIAL HANDLING IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

ENCLOSURE (1)



SPECIAL HANDLING IN ACCORDANCE WITH OPERATING 3750.6

ENCLOSURE (1)

-2-



Recorder #3 Freq 362.9

Final 1 control commencing at Tape #1140. Approx. time 0215U 18 FEB 1969

761: Departure, 761, say your altimeter.

CCA: 2987

Tape Number 1143 1/2

CCA: 61 Departure

761: 761 Go

CCA: 761, Pigeons to North Island 117 at 94

761: Roger

Tape Number 1144 1/2

CCA: 761, Now pigeons are you ready to copy

761: 761 Go ahead.

CCA: North Island Bears 113/89

761: 761

Tape Number 1147 1/2

761: Departure, 761

CCA: 761, Go ahead

761: Lower my weight to twenty-six hundred please.

CCA: 61 Roger

Tape Number 1150

761: Departure, did you copy my weight twenty-six thousand.

CCA: 761 affirmative

Tape Number 1154 3/4

761: Departure, 761 airborne

CCA: 761, Cleared left turn out, say time enroute and your state.

761: 761, Time enroute, (pause) zero plus four five, stat five plus zero

CCA: 761, Cleared to climb to enroute altitude. Advise switching to Beaver Control

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

ENCLOSURE (2)

761: 761 Roger ,

Tape time 1157 1/2

761: Wildcat departure, Romeo Romeo 761

CCA: 761 Wildcat

761: Wildcat 761 is contact with Beaver Control at this time, over.

CCA: 761 Roger

NOTE: Elapsed time from first transmission to beginning of last transmission  
was 18 1/2 minutes.

THE ABOVE TRANSCRIPT WAS RECORDED BY MEMBERS OF THE ACCIDENT BOARD.

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

ENCLOSURE (2)

FACSFAC TAPE TRANSCRIPT OFF R761 ACCIDENT

<u>TIME</u>	<u>TAPE</u>	<u>TAPE NO.</u>	<u>FREQ.</u>
0230U	11	0628½	326.5

761: BEAVER CONTROL, BEAVER CONTROL RR761, OVER.  
 BEAVER: 761 BEAVER, GO AHEAD.  
 761: RR761 ON A BINGO FROM CVS-33 TO NORTH ISLAND TIME ENROUTE 0+45.  
 BEAVER: THIS IS BEAVER ROGER RECEIVING PHOENIX DIRECT CALL WHEN SWITCHING TO TOWER. OVER.  
 761: 761, ROGER.

<u>TIME</u>	<u>TAPE</u>	<u>TAPE NO.</u>	<u>FREQ.</u>
0232U	11	0630	326.5

761: BEAVER CONTROL 761  
 BEAVER: 761, BEAVER.  
 761: BEAVER 761, IF YOU HOLD ME ON YOUR RADAR WOULD LIKE FLIGHT FOLLOWING TO NORTH ISLAND.  
 BEAVER: THIS IS BEAVER ROGER SQUAK 3-26.  
 761: 761 SQUAKING

<u>TIME</u>	<u>TAPE</u>	<u>TAPE NO.</u>	<u>FREQ.</u>
234U	7L	0593	326.5

BEAVER: 761, BEAVER  
 761: 761, GO  
 BEAVER: BEAVER BE ADVISED (GARBLED) RADAR (GARBLED) BEEN HAVING EQUIPMENT PROBLEMS ALL NIGHT (GARBLED).  
 761: 761 ROGER.

<u>TIME</u>	<u>TAPE</u>	<u>TAPE NO.</u>	<u>FREQ.</u>
0319	11	0679	326.5

BEAVER: RR761 BEAVER, OVER

<u>TIME</u>	<u>TAPE</u>	<u>TAPE NO.</u>	<u>FREQ.</u>
0324	12	0684	243.0

BEAVER: RR761 BEAVER IF YOU READ COME UP 326.5, BEAVER OUT.

<u>TIME</u>	<u>TAPE</u>	<u>TAPE NO.</u>	<u>FREQ.</u>
0326	12	0686	243.0

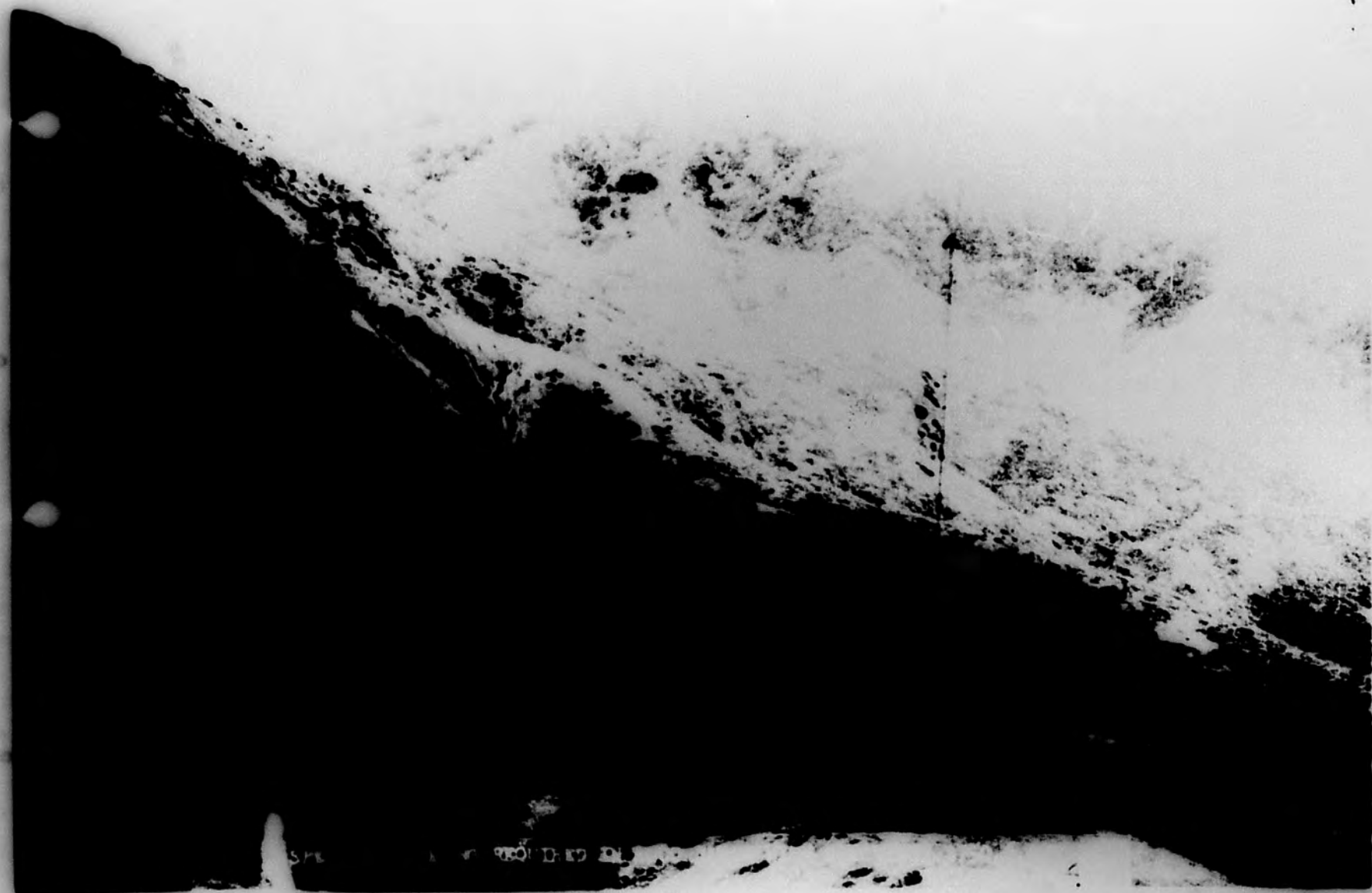
BEAVER: RR761 BEAVER ON GUARD IF YOU READ COME UP 326.5

**(b) (6)**

Certified to be a true copy  
 AAR Board member

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

Enclosure (3)





25.

30.

35.

SPEC. ACCORDING TO RESULTS OF ACCORDANCE

THE OPERATING STATION

RECORD

SPECIAL HANDLING REQUIRED - IN CONFORMANCE WITH OPERATING SYSTEMS  
ENCLOSURE

SPECTACULAR NULING AB. IN ACCORDANCE WITH OBSERVATIONS  
RECORDED

↑  
TERRAIN  
LEVELS

MAJOR PORTION +  
OF RADOME

1 PASSENGER 596' FROM  
INITIAL IMPACT

Pilot

COPILOT

COCKPIT AND MAIN  
FUSELAGE EQUIPMENT

350'

123° MAG  
VAR. 15° E

300'

35° SLOPE ANGLE

250'

CREST

+ SEAT P/N

200'

25° SLOPE ANGLE

+ PASSENGER

+ CENTER FOLDING CONSOLE

+ STD WING BUTT

150'

PORTION OF  
EMPELWAGE

+

+ STARBOARD HOR. STAB.  
+ ENGINE INSTRUMENTS

30° SLOPE ANGLE

+ STARBOARD ENGINE  
+ RUDDER

100'

\* PORT ENGINE MACELE  
PORT WING TIP

++

+ AFTER FUSELAGE

35° SLOPE ANGLE

FLAP +

PASSENGER  
+ NOSE GEAR

50'

INITIAL IMPACT

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

Enclosure (8)





STATEMENT BY LIEUTENANT JAMES A. CARLISLE, (b) (6) USNR, CONCERNING  
OPERATION OF APN-22 RADAR ATTENUATOR IN BOMB 147235 ON 18 FEBRUARY 1969.

(b) (5)

*James A. Carlisle*  
James Allen CARLISLE

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

Enclosure (10)

U.S. BUREAU OF METEOROLOGY  
NAVY - NAUTICAL SERVICE

WIND/WEATHER OBSERVATION

DATE: 18 Feb 1967 TIME: 0200 1000 ZONE:  
IS POSITION: 32 134N 118 41W DIST: 150 WIND: 15 KTS  
BEATON: DEG. 010 DIR. 05 WIND  
WINDS: DEG. 350 DIR. 14 WIND  
LOTEST LAYER: 4/10 SE AMOUNT AND TYPE: 2000 WIND  
OTHER LAYERS: 4/10 CI AMOUNT AND TYPE: UNKNOWN WIND  
AMOUNT AND TYPE: WIND WIND  
WIND: 10 WIND: None  
TRUE DIR. PERIOD: 01 SEC. HEIGHT: 01 FT.  
WIND: DIR. PERIOD: 05 SEC. HEIGHT: 03 FT.  
TRUE DIR. 260 PERIOD: 05 SEC. HEIGHT: 03 FT.  
WIND: DIR. PERIOD: 05 SEC. HEIGHT: 03 FT.  
TEMPERATURE: 53.5 DEG. DEW POINT: 40 DEG. REL. HUM: 60  
TEMPERATURE: 57 DEG.  
SUN: SEA LEVEL: 1011.5 PS ALTIMETER SETTING: 29.87 WIND  
SURF ALTITUDE: -130 PS SPECIFIC HUMIDITY: .005  
WIND:

(b) (6)

CERTIFIED TO BE A TRUE COPY  
RAN Board member

ENTER: AN Douglas METEOROLOGICAL OFFICER: Phabing

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES  
ENCLOSURE (11)



U.S. NAVY  
NAVY WEATHER SERVICE

STATION/REPORTING ORGANIZATION

DATE: 18 Feb 1969 TIME: 0300 LAT: 1100 LONG: 7000  
SHIP POSITION: 33 47N 118 51W ALT: 110 SPEED: 22 kts

TRUE WIND: DIR: 020 SFC: 08 100

RELATIVE: DIR: 340 SFC: 24 100

SEA: LOWEST LAYER: 4/0 CU HEIGHT AND TYPE: 2000 FT.

CLOUD LAYERS: 4/0 AC HEIGHT AND TYPE: 2000 FT.

4/0 CI HEIGHT AND TYPE: / FT.

VISIBILITY: 9 MILES WEATHER: Very light rain began 1040Z

SEA: TRUE DIR: SWELL: 01 SFC: 01

RELATIVE: DIR: PERIOD: HEIGHT: FT

SWELL: TRUE DIR: 260 SFC: PERIOD: 05 SEC: HEIGHT: 03 FT

RELATIVE: DIR: PERIOD: SEC: HEIGHT: FT

TEMPERATURE: 54.8 DEG. DEW POINT: 45 DEW REL HUM: 77

SEA TEMPERATURE: 57 DEG.

PRESSURE: SEA LEVEL: 1010.5 IN ALTIMETER SETTING: 22.84 INCHES

HEIGHT ALTITUDE: -200 FT. SPECIFIC HUMIDITY: .005

REMARKS:

(b) (6)

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 10/1/01 BY 1045  
RAC Board member

RECEIVED: 183 Ametruodi METEOROLOGICAL OFFICER: P. Kallenberg

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES  
ENCLOSURE (12)



*-0200*

SAUS 5 KRRF 18100Z  
NTD 12002506007R- 119/50/48/3504/987/HRLY PCPN .05  
NSI NONE  
VBC E500SR-- 47/42/0906/984/RC00245  
OAF 12001007R- 48/45/3408/987/MAG32  
EDN M46020 47/40/2610/981  
LSV 015+ 49/23/0606/986  
CVS -X8 27/22/0000/026/F2  
NZJ M13024015 105/51/50/0000/984  
NKX -XUD1/2F 106/53/50/1422/986/ R24VV1 F9  
NZY M32030FH 105/54/51/0902/983 *North Island*  
NRS -XE1503CF 113/51/50/1003/E986/ F2 BINOV  
SCI E150100010 113/51/46/2405/987 RE10 *San Clemente Island*  
VCV E90020 48/27/1104/978  
SBD 700E1200/015+ 50/41/2502/985  
RIV E1200/041CF 47/45/3102/983/BINOV S VSBY NW-N21/4 GF BNK  
LUF E1400/015+ 59/39/0000/987  
DMA E1500/020 58/25/1313G18/987  
HMN U040 41/28/0505/015/THN SPOTS 10VC

*-0300*

SAUS 5 KRRF 181100Z  
NTD 90023010R-- 109/49/48/3602/984/ HRLY PCPN.01  
NSI NONE  
VBC E500SR-- 47/43/1106/983/RC00205  
OAF 10024003015+ 48/43/0602/984/MAG04  
EDW M46020 47/39/2908/977/PRESFR RADAT 78267  
LSV /015+ 48/24/0707/985  
CVS -X8 29/23/0000/026/F2  
REE M0010 31/27/0000/028/CIC R00  
NT9 30000007R- 101/55/47/0000 R045  
NZJ 250E100015 096/51/50/0000/981  
NKX -XUD1F 090/53/50/1222/981/ R24VV3 F6  
NZY E34021/20FH 092/53/51/0904/979  
NRS E2000CF 101/51/50/1106/E982  
SCI E15010 111/51/46/0000/986  
VCV E90020 45/33/2406/977  
SBD 600E1200/015+ 51/44/1502/985  
RIV -X30E1000/03/4R--FH 47/47/3224/982/R31VR60+ F2  
LUF E1400/015+ 58/38/3122/985  
DMA E1500/020 58/25/1314G19/985  
HMN 1200040 41/28/0000/013

(b) (6)

CERTIFIED TO BE A TRUE COPY  
AAR Good member

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES  
ENCLOSURE (13)

Statement of LT Frank L. DAVIS, (b) (6)/1315, RVAM-110 LSO, aboard  
USS KEARSARGE (CVS-33) morning of 18 FEB 1969

(b) (5)

Very respectfully,

*Frank L. Davis Jr.*  
Frank L. DAVIS Jr.  
LT USNR

(b) (6)

IDENTIFIED TO BE A TRUE COPY  
AAR Board Member



18 February 1969

STATEMENT OF LCDR ROY DALE ANDREWS, USN, (b) (6) AIR OPERATIONS WATCH  
OFFICER OF USS KEARSARGE (CVS-33) ON THE MORNING OF 18 FEB 1969.

(b) (5)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES  
ENCLOSURE (15)

**(b) (5)**

**SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES  
ENCLOSURE (15)**



(b) (5)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES  
ENCLOSURE (15)

(b) (5)

Very Respectfully,

*Roy Dale Avery*  
ROY DALE AVERY  
LCDR USN

(b) (6)

AAR Board Member

(b) (5)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES  
ENCLOSURE (15)

STATEMENT ON AN JERROLD B. MORRIS

(b) (5)

(b) (6)

AAW Board Member

/s/ Jerrold B. MORRIS, AA, USN

(b) (5)

SPECIAL HANDLING IN ACCORDANCE WITH COMNAVJAG 3750.6 SERIES

Enclosure (16)

UNIFORM STATEMENT OF CDR JAMES R. SCHWARTZ

Statement of Commander James R. SCHWARTZ, (b) (6) 1910, USN

(b) (5)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES  
ENCLOSURE (17)



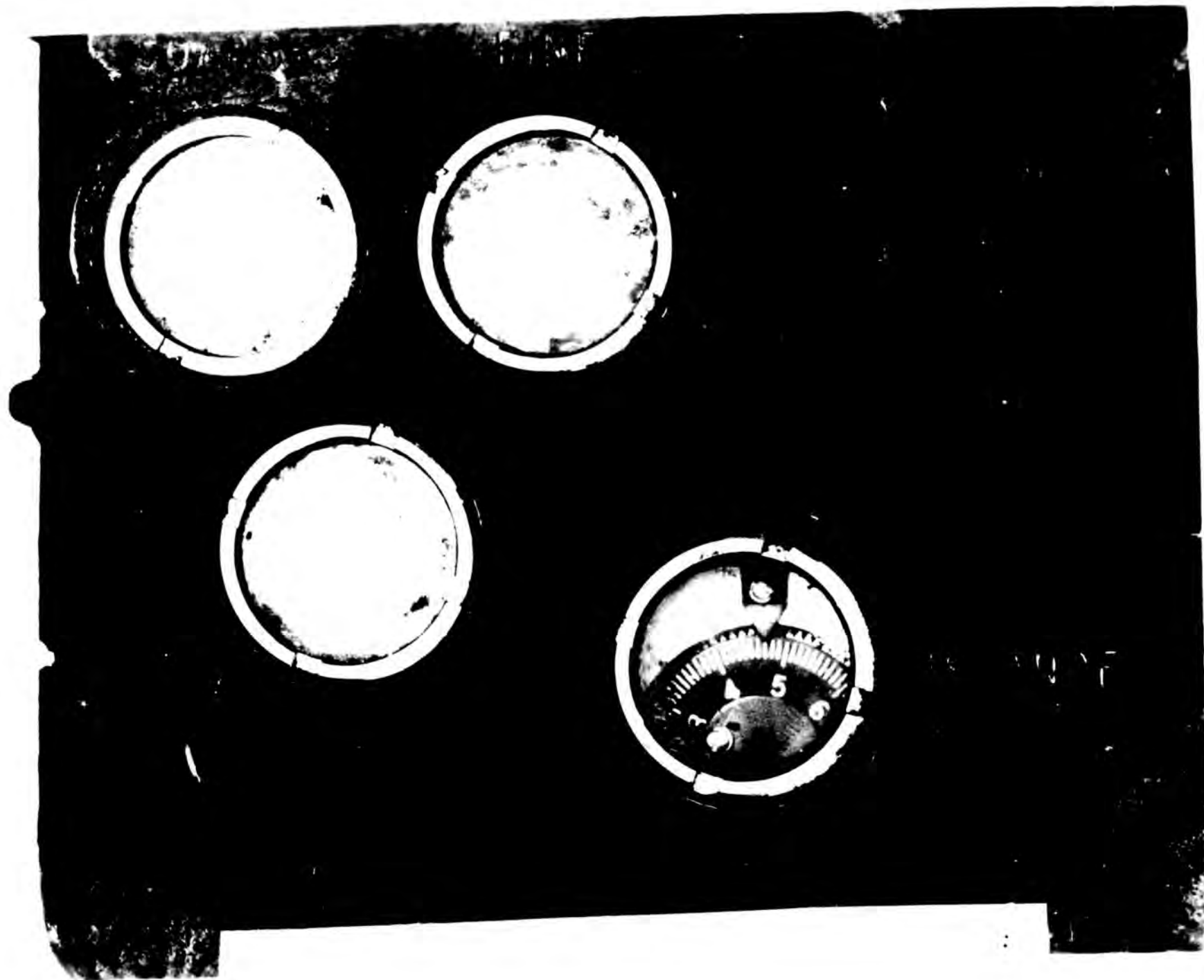
(b) (5)

(b) (6)

AAR Board Member

*James R. Schmitt*  
James R. Schmitt

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES  
ENCLOSURE (17)



Freq. 362.9

Tape Number 1022

CCA: 11, Left 200, take Angels 1, go button 16, 355.3.

11. Roger.

Freq. 355.3

Tape Number 1023

11: Departure, Cyclone 11 airborne 1000 first turning to heading  
200 three miles forward of ship.

Depts: 11 your signal Bingo, North Island. Your signal 11000.  
11 say your fuel state.

11: Time enroute will be 0-30, fuel state two up.

Depts: 11 Roger, Report switching to 11000 Control.

Tape Number 1023a

11: Roger, are (stuttering) ... radar you. ...  
us on top?

Depts: 11, Standby.

Depts: 11, our radar that is operative is blind ahead of ship and our  
other radar is blind because of weather, Request your  
your fuel state in time rather than pounds, over.

Tape Number 1024

11: Roger, make it 3-30.

Depts: Have you approximately 24 miles ahead of the ship at this time?

11: We're presently on the 3 or 24 miles at 1 mile, we're at 1 mile  
1 and 1'm going to stay at angel 1 until clear the overcast.

Depts: Roger, 11.

11: Departure this is 11, where was our last bearing on San Clemente  
Island (pause) Santa Catalina.

Depts: Standby one.

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

Enclosure (10)

Tape Number 10254

Depts: 11 standby for the bearing to San Clemente.

Depts: Santa Catalina bears 140 to 125 magnetic.

11: Roger, How many miles?

Tape Number 10264

Depts: 11 Standby.

Tape Number 10264

Depts: 11, 17 miles.

11: Roger, that's what I thought. I recommend you turn all your aircraft towards the coastline to the East so there is no chance of them running into San Clemente at a low altitude.

Depts: Roger.

Tape Number 10294

11: Departure, 11.

Depts: 11, Departure.

11: Roger, 11 is presently 150 radial at 6 miles. angels 3800,  
switching to Beaver Control. I have the coastline in sight.

THE ABOVE TRANSCRIPT WAS RECORDED BY MEMBERS OF THE ACCIDENT BOARD.

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

Enclosure (19)



Statement of LT. Geza G. KREXTEFI, USN, (b) (6) concerning the air  
operations of USS KEARSARGE CVS-33 on the morning of 18 FEB 1969.

(b) (5), (b) (6)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES  
ENCLOSURE (20)

(b) (5)

(b) (6)

AAR Board Member

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH COMNAVIST 1750.6 SERIES  
ENCLOSURE (20)

18 February 1969

STATEMENT OF AG2 MICHAEL ARLAN WULF, USN, (b) (6) USS KANGAROO (OV3-33)  
DEPARTURE CONTROLLER ON THE MORNING OF 18 FEB 1969.

(b) (5)

ENCLOSURE (21)

(b) (5)

*Michael Allan Wulf*

MICHAEL ALLAN WULF  
AC2

(b) (6)

(b) (6)

J.M. Board Member

WULF IS CONSIDERED TO BE A CREDITABLE WITNESS

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES  
ENCLOSURE (21)



DAILY EQUIPMENT REPORT

1809304

FEB. 1969  
DATE/TIME:

GEAR	UP	DOWN	ETR	SPN	DATE/TIME
SPN 35 SURV.	✓				CCA SURV:
SPN 35 REC.	✓				AIR OPS SURV:
SPN 6 SURV.	✓			<i>Technician Training to all units steps advised of transport from the ground</i>	WATCH OFFICER:
SPS 43 IFF.		✓			REMARKS:
SPS 43 RDR.		✓			<i>This is a Special Report which indicates the status of R&amp;A equipment being used by Center 33 at the time of the breach.</i>
SPS 30 RDR.					
SPS 30 IFF.					
SPS 10 SURV.					
URD 4		✓		<i>EXCESSIVE GROUNDING ERROR</i>	
CCA 1	✓			<i>ARC 1 Contact</i>	
CCA 2	✓			<i>Front 1000</i>	
CCA 3	✓			<i>ARC 5</i>	
CCA 4	✓			<i>ARC 5</i>	
CCA 5	✓			<i>ARC 5</i>	
ARC 27-1		✓			
ARC 27-2	✓				
ARC 27-3	✓				
RECORDERS	✓				
RRS 17					
RRS 18					
RRS 19					
RRS 20					
LCN TROUT	✓				
HIGH TROUT	✓				
TACAN	✓				

**(b) (6)**

AIR Board Number

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH  
OPERATING 3750.6 SERIES

ENCLOSURE (22)

*Shuman*

28 February 1967

STATEMENT OF LTJG HAROLD W. HARTER, USN, (b) (6) OF DIVISION SUPERVISOR,  
USS KEMBARGE (CVS-33)

(b) (5)

Respectfully,

/s/ HAROLD W. HARTER  
LTJG USN

(b) (6)

~~Adm Board Member~~

(b) (5)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

Enclosure (23)

RESUME OF FLIGHT HOURS FOR PRECEDING FIVE FISCAL YEARS

LT M. D. BREWER

<u>COMMAND ATTACHED</u>	<u>PERIOD</u>	<u>A/C MODEL</u>	<u>FLT HRS</u>	<u>CV INDO DAY/NIGHT</u>	<u>OPERATIONAL/ PROFICIENCY</u>
Training Command	JAN 65	T-34	35.3	0/0	Operational
	MAR 66	T-28	114.6	6/0	
		TS-2A	146.0	6/0	
TRACON 2	MAR 66	T-34	1.2	0/0	Operational
	AUG 67	T-28	1048.7	0/0	
RVAN-110	SEP 67	E-1	67.3	10/0	Operational
	NOV 67				
VW-111	NOV 67	E-1	617.2	38/54	Operational
	FEB 69				
TOTAL			2030	60/54	

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

Enclosure (24)



RESUME OF FLIGHT HOURS FOR PRECEDING FIVE FISCAL YEARS

LT B. W. RAY

<u>COMMAND ATTACHED</u>	<u>PERIOD</u>	<u>A/C MODEL</u>	<u>FLT HRS</u>	<u>CV ENDS DAY/NIGHT</u>	<u>OPERATIONAL/ PROFICIENCY</u>
Training Command	JAN 65	T-34	30.4	0/0	Operational
	JUN 66	T-28	126.1	6/0	
		TS-2A	151.9	6/0	
TRACON ONE	JUN 66	T-34	792.4	0/0	Operational
	SEPT 67	T-28	31.7	0/0	
		TS-2A	1.3	0/0	
		UC-45	153.8	0/0	
RVAM-110	OCT 67	E-1B	47.5	10/0	Operational
	FEB 68				
VM-111	FEB 68	E-1B	543.9	58/36	Operational
	FEB 69				
TOTAL			1881	80/36	

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

Enclosure (25)



ARMED FORCES INSTITUTE OF PATHOLOGY  
WASHINGTON D. C. 20305

REPORT OF POST-MORTEM BIOCHEMICAL FINDINGS ON AIRCRAFT ACCIDENT FATALITY

IDENTIFICATION

BREWER, MELVIN D 27/69 1307094  
LT JG USNR (b) (6)  
USNH SAN DIEGO CALIF  
10 MAR 69 A69-62 A FROZEN T  
RUSH L2

2-18-69  
EIB

TO

CO, USNASC, NORFOLK, VA.

CNO, OP-05 F, WASHINGTON, D.C.

cc

1. AIRCRAFT ACCIDENT DATA:

AIRCRAFT TYPE:

AIRCRAFT SERIAL NUMBER:

2. TOXICOLOGY:

(b) (6)

NOTE: FROZEN TISSUE WILL BE HELD FOR TWENTY (20) DAYS. IF SPECIAL STUDIES OR FURTHER INFORMATION ARE DESIRED, SUBMIT REQUEST BY MOST EXPEDIENT MEANS. CONSULTATION SERVICE FROM THE AEROSPACE BRANCH, AFIP, IS AVAILABLE ON 24 HOUR BASIS. CALL WASHINGTON, D. C., RANDOLPH 3-1300 OR RANDOLPH 3-1000, EXTENSION 33.

3. EXAMINATION AND REPORT BY:  
Col Edward H. Johnston

5. APPROVED BY:  
ROBERT M. DRAKE  
CAPTAIN, MC USN

6. SIGNATURE

Robert M. Drake

4. DATE OF REPORT:  
13 March 1969

ARMED FORCES INSTITUTE OF PATHOLOGY  
WASHINGTON D. C. 20305

REPORT OF POST-MORTEM BIOCHEMICAL FINDINGS ON AIRCRAFT ACCIDENT FATALITY

IDENTIFICATION RAY, BILLY P 29YRS 1307095 LT (b) (6) USNH SAN DIEGO CALIF 10 MAR 69 A69-63 A FROZEN T RUSH L2	TO CO, USNASC, NORFOLK, VA.  CNO, OP-05 F, WASHINGTON, D.C. cc
--	--

1. AIRCRAFT ACCIDENT DATA: AIRCRAFT TYPE: AIRCRAFT SERIAL NUMBER:

2. TOXICOLOGY:

(b) (6)

NOTE: FROZEN TISSUE WILL BE HELD FOR TWENTY (20) DAYS. IF SPECIAL STUDIES OR FURTHER INFORMATION ARE DESIRED, SUBMIT REQUEST BY MOST EXPEDIENT MEANS. CONSULTATION SERVICE FROM THE AEROSPACE BRANCH, AFIP, IS AVAILABLE ON 24 HOUR BASIS. CALL WASHINGTON, D. C., RANDOLPH 3-1300 OR RANDOLPH 3-1000, EXTENSION 33.

3. EXAMINATION AND REPORT BY: COL ROBERT H. JOHNSON	5. APPROVED BY: ROBERT M. DRAKE CAPTAIN, MC USN	6. SIGNATURE Robert M Drake
--	---	--------------------------------

7. DATE OF REPORT: 15 MARCH 1969

ARMED FORCES INSTITUTE OF PATHOLOGY  
WASHINGTON D. C. 20305

REPORT OF POST-MORTEM BIOCHEMICAL FINDINGS ON AIRCRAFT ACCIDENT FATALITY

IDENTIFICATION

GARRISON, LARRY W 25/69 1307096  
LT JG (b) (6)  
USNM SAN DIEGO CALIF  
10 MAR 69 A69-64 A FROZEN T  
RUSH L2

TO

CO, USNASC, NORFOLK, VA.

cc CNO, OP-05 F, WASHINGTON, D.C.

1. AIRCRAFT ACCIDENT DATA:

AIRCRAFT TYPE:

AIRCRAFT SERIAL NUMBER:

2. TOXICOLOGY:

(b) (6)

NOTE: FROZEN TISSUE WILL BE HELD FOR TWENTY (20) DAYS. IF SPECIAL STUDIES OR FURTHER INFORMATION ARE DESIRED, SUBMIT REQUEST BY MOST EXPEDIENT MEANS. CONSULTATION SERVICE FROM THE AEROSPACE BRANCH, AFIP, IS AVAILABLE ON 24 HOUR BASIS. CALL WASHINGTON, D. C., RANDOLPH 3-1388 OR RANDOLPH 3-1000, EXTENSION 33.

3. EXAMINATION AND REPORT BY:

EDWARD H. JOHNSON

5. APPROVED BY:

ROBERT M. DRAKE  
CAPTAIN, MC USN

6. SIGNATURE

Robert M Drake

4. DATE OF REPORT:  
13 March 1969

ARMED FORCES INSTITUTE OF PATHOLOGY  
WASHINGTON D. C. 20305

REPORT OF POST-MORTEM BIOCHEMICAL FINDINGS ON AIRCRAFT ACCIDENT FATALITY

IDENTIFICATION

MORAHAN, FRANCIS E 25/69 1307097  
LT JC (b) (6)  
USNH SAN DIEGO CALIF  
10 MAR 69 A69-65 A FROZEN T  
RUSH L2

TO

CO, USMACV, NORFOLK, VA.

cc CNO, OP-05 F, WASHINGTON, D.C.

1. AIRCRAFT ACCIDENT DATA:

AIRCRAFT TYPE:

AIRCRAFT SERIAL NUMBER:

2. TOXICOLOGY:

(b) (6)

NOTE: FROZEN TISSUE WILL BE HELD FOR TWENTY (20) DAYS. IF SPECIAL STUDIES OR FURTHER INFORMATION ARE DESIRED, SUBMIT REQUEST BY MOST EXPEDIENT MEANS. CONSULTATION SERVICE FROM THE AEROSPACE BRANCH, AFIP, IS AVAILABLE ON 24 HOUR BASIS. CALL WASHINGTON, D. C., RANDOLPH 3-1300 OR RANDOLPH 3-1000, EXTENSION 33.

3. EXAMINATION AND REPORT BY:

EDWARD H. JOHNSON

5. APPROVED BY:

ROBERT M. DRAKE  
CAPTAIN, MC USN

6. SIGNATURE

Robert M Drake

4. DATE OF REPORT:

13 MARCH 1969



ARMED FORCES INSTITUTE OF PATHOLOGY  
WASHINGTON D. C. 20305

REPORT OF POST-MORTEM EXAMINATION, FURNISHED BY AIRCRAFT ACCIDENT FACILITY

IDENTIFICATION

THARALSEN, EDWARD A 1907093  
LTJG (b) (6)  
USNM SAN DIEGO CALIF  
10 MAR 69 A69-61 A FROZEN T  
RUSH L2

VO

CO, USNASC, NORFOLK, VA.

10 MAR 69 10 15 P, WASHINGTON, D.C.

1. AIRCRAFT ACCIDENT DATA

AIRCRAFT TYPE:

AIRCRAFT SERIAL NUMBER:

2. TOXICOLOGY:

(b) (6)

THIS REPORT IS THE PROPERTY OF THE ARMY AND IS LOANED TO YOUR AGENCY. IT IS NOT TO BE DISTRIBUTED OUTSIDE YOUR AGENCY. IT IS TO BE RETURNED TO THE ARMY WHEN REQUESTED. (Continued on back of report)

Investigator	Signature
Date of Report	Signature

**ARMED FORCES INSTITUTE OF PATHOLOGY**

WASHINGTON, D.C. 20305



PATIENT IDENTIFICATION		PLEASE USE AFIP ACCESSION NUMBER	
HOSPITAL PREFIXES		25/69 1370	
LT JG (b) (6)			
USMC SAN DIEGO CALIF			
RUSH		L2	
YOUR NUMBER		CIS/ESC/ee	

Chief, Laboratory Service  
U. S. Naval Hospital  
San Diego, California 92134

ADDRESS REPLY TO THE DIRECTOR  
ATTN: MEDIC

84 MAY 19/1

**RECEIPT AND REPORT OF PATHOLOGY MATERIAL**

cc: NAVSAPACOM, Norfolk, Virginia 23511  
CNO, OP-05F, Washington, D. C. 20360

AFIP DIAGNOSIS: 1. Aircraft accident, N-1B, 147235 air-to-ground, crew

COMMENT: Slides, blocks and tissue if available, are needed for completion of this case. Pending receipt of this material this case has been reviewed and coded as indicated above.

FOR THE DIRECTOR:

CHARLES J. STANL  
Commander, MC, USN  
Chief, Military Environmental  
Pathology Division

84-B

Examination and report by:

CDR EUGENE J. COLANGELO, MC, USN/RRM



ARMED FORCES INSTITUTE OF PATHOLOGY

WASHINGTON, D.C. 20360

690218103

PATIENT IDENTIFICATION	PLEASE USE AFIP ACCESSION NUMBER IN ALL CORRESPONDENCE
CARRISON, LARRY W 25759 1307096	
LT JC (b) (6)	
USNM SAN DIEGO CALIF	
10 MAR 69	A69-64 A FROZEN T
RUSH	L2
YOUR NUMBER	

Chief, Laboratory Service  
U. S. Naval Hospital  
San Diego, California 92134

CJS/RJC/cc

ADDRESS REPLY TO THE DIRECTOR  
ATTN: MEDEN - PF

24 MAY 1971

RECEIPT AND REPORT OF PATHOLOGY MATERIAL

cc: NAVSPECEN, Norfolk, Virginia 23511 ✓  
CNO, OP-05F, Washington, D. C. 20360

AFIP DIAGNOSIS:

1. Aircraft accident, E-1B, 147235, air-to-ground, crew

COMMENT: Slides, blocks and tissue, if available, are needed for completion of this case. Pending receipt of this material this case has been reviewed and coded, as indicated above.

FOR THE DIRECTOR:

CHARLES J. STAHL  
Commander, MC, USN  
Chief, Military Environmental  
Pathology Division

Examination and report by:

CDR EUGENE J. COLANGELO, MC, USN/RRM



**ARMED FORCES INSTITUTE OF PATHOLOGY**

WASHINGTON, D.C. 20305

690218103

<b>PATIENT IDENTIFICATION</b>	PLEASE USE AFIP ACCESSION NUMBER IN ALL CORRESPONDENCE
RAY, BILLY P 29YRS 1307095	
LT (b) (6)	
USNH SAN DIEGO CALIF	
10 MAR 69 A69-63 A FROZEN T	
RUSH L2	
YOUR NUMBER	

Chief, Laboratory Service  
U. S. Naval Hospital  
San Diego, California 92134

CJS/EJC/ee

ADDRESS REPLY TO THE DIRECTOR  
ATTN: MESEN - PF

24 MAY 1971

**RECEIPT AND REPORT OF PATHOLOGY MATERIAL**

cc: NAVRAFCEN, Norfolk, Virginia 23511  
CNO, OP-057, Washington, D. C. 20360

**AFIP DIAGNOSIS:**

1. Aircraft accident, E-1B, 147235, air-to-ground, crew

**COMMENT:** Slides, blocks and tissue, if available, are needed for completion of this case. Pending receipt of this material this case has been reviewed and coded, as indicated above.

**FOR THE DIRECTOR:**

CHARLES J. STAHL  
Commander, MC, USN  
Chief, Military Environmental  
Pathology Division

84-B

**Examination and report by:**

CDR EUGENE J. COLANGELO, MC, USN/RRM





ARMED FORCES INSTITUTE OF PATHOLOGY  
WASHINGTON, D.C. 2036

690218103

PATIENT IDENTIFICATION		PLEASE USE AFIP ACCESSION NUMBER IN ALL CORRESPONDENCE	
YAKELSEN, EDWARD A		1307093	
LTJG (b) (6)			
USNM SAN DIEGO CALIF			
10 MAR 69		A69-61 A FROZEN T	
RUSH		L2	
YOUR NUMBER			

Chief, Laboratory Service  
U. S. Naval Hospital  
San Diego, California 92134

CJS/EJC/ee

ADDRESS REPLY TO THE DIRECTOR  
ATTN: MEGEN  
PF

RECEIPT AND REPORT OF PATHOLOGY MATERIAL

24 MAY 1971

cc: NAVSAPCEN, Norfolk, Virginia 23511  
CNO, OP-057, Washington, D. C. 20360

AFIP DIAGNOSIS:

1. Aircraft accident, E-1B, 147235, air-to-ground, pilot

COMMENT: Slides, blocks and tissue, if available, are needed for completion of this case. Pending receipt of this material this case has been reviewed and coded, as indicated above.

FOR THE DIRECTOR:

CHARLES J. STARR  
Commander, MC, USN  
Chief, Military Environmental  
Pathology Division

84-B

Examination and report by:

CDR EUGENE J. COLANGELO, MC, USN/RFM

**ARMED FORCES INSTITUTE OF PATHOLOGY**  
WASHINGTON, D.C. 20360

690218103



<b>PATIENT IDENTIFICATION</b>	<small>PLEASE USE AND RECORD NUMBER IN ALL CORRESPONDENCE</small>
BREWER, MELVIN D 27/69 130709	
LT JC USNR (b) (6)	
USNM SAN DIEGO CALIF	
10 MAR 69	A69-62 A FROZEN T
RUSH	L2
VETERINARY MEDIC/ee	

Chief, Laboratory Service  
U. S. Naval Hospital  
San Diego, California 92134

ADDRESS REPLY TO THE DIRECTOR  
ATTN: MEDEN

24 MAY 1971

**RECEIPT AND REPORT OF PATHOLOGY MATERIAL**

cc: NAVSAFEEN, Norfolk, Virginia 23511  
CNO, OP-057, Washington, D. C. 20360

AFIP DIAGNOSIS: 1. Aircraft accident, E-1A, 147235, air-to-ground, crew member

**COMMENT**: Slides, blocks and tissue, if available, are needed for completion of this case. Pending receipt of this material this case has been reviewed and coded, as indicated above.

**FOR THE DIRECTOR**:

CHARLES J. STAWL  
Commander, MC, USN  
Chief, Military Environmental  
Pathology Division

Examination and report by:

CDR EDGENE J. COLANGELO, MC, USN/RTM

64-B

1	RAY, Billy W.	LTJG	USNR	Passenger	A	F
2	GARRISON, Larry W.	LTJG	USNR	Passenger	A	F
3	MURPHY, Francis E.	LTJG	USNR	Passenger	A	F

11 FLIGHT DATA

1. ALTITUDE (FEET)	2. ALTITUDE (FEET)	3. ALTITUDE (FEET)	4. ALTITUDE (FEET)	5. ALTITUDE (FEET)	6. ALTITUDE (FEET)	7. ALTITUDE (FEET)	8. ALTITUDE (FEET)
-130	1500	1500	7-8	1500	1500	1500	7-8

12. PLACE IN FORMATION

☒ A. SINGLE AIRCRAFT

☐ B. LEAD

☐ C. WING

13. WEATHER CONDITIONS

☐ 1. CLEAR

☒ 2. OVERCAST

☐ 3. UNDERCAST

14. OTHER SPECIFY: Night - (b) (5)

15. IN AND OUT OF CLOUDS

16. OTHER SPECIFY: Light Rain Showers

17. NARRATIVE ACCOUNT OF CRASH

(b) (5)



**MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, EJECT OR GROUND ACCIDENT**  
**IDENTIFICATION, FLIGHT AND NARRATIVE DATA**  
**OPTION FORM 3720-2 REV. 4-69 S/N 0102-721-4101**

REPORT SYMBOL 3720-2

See Section II of COMNAVINST 3720.6

**1. IDENTIFICATION**

1. VMSB (Name and mailing address of activity) \_\_\_\_\_ 2. AIRCRAFT \_\_\_\_\_ 3. SERVICE CODE \_\_\_\_\_

4. TYPE OF INCIDENT ☒ ACCIDENT ☐ GROUND ACCIDENT ☐ INCIDENT 5. NO. OF OCCUPANTS 5 6. DATE 18 Feb 69 7. MODEL S/C E1-B 8. SUIB 147235

9. MODEL OTHER S/C IF INVOLVED None 10. SUIB - 11. NO. OF OCCUPANTS - 12. DISEASE CODE -

13. INDIVIDUALS INVOLVED (Use Additional Sheets if Required) NAME (Last, First and Middle Initial) 14. RANK RATE 15. BRANCH OF SERVICE 16. DUTY ROLLET 17. INJURY CODE 18. DISPOSITION

PILOT AT CONTROLS AT TIME OF INCIDENT A. \_\_\_\_\_ B. \_\_\_\_\_

CO-PILOT C. **TABALDINI, Edward A.** D. **LTJG** E. **USNR** F. **Passenger** G. **A** H. **F**

9. **TABALDINI, Edward A.** 10. **LTJG** 11. **USNR** 12. **Passenger** 13. **A** 14. **F**

**II. FLIGHT DATA (At Time of Emergency)**

1. VERTICAL CLEARANCE -150 FEET 2. CABIN ALTITUDE 1500 FEET 3. TIME AT CABIN ALTITUDE 7-8 MIN. 4. AMBIENT ALTITUDE 1500 FEET 5. TIME AT AMBIENT ALTITUDE 7-8 MIN.

6. PLACE IN FORMATION ☒ A - SINGLE AIRCRAFT 7. OTHER (SPECIFY) \_\_\_\_\_ 8. HORIZON ☐ 1 - DISTINCT ☐ 2 - OBSCURED 9. OTHER (SPECIFY) **Night -**

**(b) (5)**

10. CLOUD CONDITIONS ☐ 0 - CLEAR ☐ 3 - IN CLOUDS ☒ 1 - OVERCAST ☐ 4 - IN AND OUT OF CLOUDS ☐ 2 - UNDERCAST 11. OTHER (SPECIFY) **Light Rain Showers** 12. DURATION OF FLIGHT HOURS \_\_\_\_\_ MIN. **12**

13. NARRATIVE ACCOUNT OF INCIDENT (Continue on Reverse Side if necessary)



**REPORT SYMBOL 2700-7**  
**See Section II of COMNAVNET 1700.6**

8. LIST ADDITIONAL INJURIES RECEIVED AS A RESULT OF THE MISHAP, AND ADD ANY PERTINENT REMARKS:

NAME <b>SWANER, Melvin D.</b>	SERIAL NO. <b>(b) (6)</b>	A/C <b>E1-B</b>	QUANTITY <b>147235</b>
----------------------------------	------------------------------	--------------------	---------------------------

**MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, IN-FLIGHT OR GROUND ACCIDENT**  
**MEDICAL INFORMATION**  
 OPNAV FORM 3750/50 (REV. 4-68) 1/N-8101-731-8201

REPORT SYMBOL 3750-7  
 See Section II of OPNAVINST 3750.6

**1. DEGREE OF INJURY**

☐ 1 - NONE ☒ 4 - FATAL ☐ 7 - MISSING, UNKNOWN  
☐ 2 - MINOR ☐ 5 - MISSING, LAND  
☐ 3 - MAJOR ☐ 6 - MISSING, WATER

2. DAYS HOSPITALIZED \_\_\_\_\_  
 3. DAYS IN QUARTERS \_\_\_\_\_  
 4. DAYS GROUNDED \_\_\_\_\_  
 5. UNCONSCIOUS \_\_\_\_\_ HOURS \_\_\_\_\_ MIN.

**2a. DISPOSITION**

**F**

**2b. EXPOSURE**

☐ 1 - MILD ☐ 2 - MODERATE ☐ 3 - SEVERE

**2c. SHOCK**

☐ 1 - MILD ☐ 2 - MODERATE ☐ 3 - SEVERE

**3. INJURIES INCURRED DURING MISHAP**  
 (Use Standard ICD Terminology for Body Part, Diagnosis and Cause of Injury) (See DDHC, NAVMED P5002)

LEAVE THESE COLUMNS BLANK

A. BODY PART: **Extremes trauma to all body parts**  
 DIAGNOSIS: **(See autopsy report)**  
 CAUSE:

B. BODY PART:

DIAGNOSIS:

CAUSE:

C. BODY PART:

DIAGNOSIS:

CAUSE:

D. BODY PART:

DIAGNOSIS:

CAUSE:

E. BODY PART:

DIAGNOSIS:

CAUSE:

7. LABORATORY TESTS	8. TISSUE TESTED	9. METHOD USED	10. LABORATORY DURING TEST	11. RESULT
CARBON MONOXIDE	<b>Test</b>			
ALCOHOL	<b>Results</b>			
LACTIC ACID	<b>Reading</b>			
OTHER (SPECIFY)				

**6. X-RAY RESULTS:**

☒ CHECK IF PERFORMED. SUBMIT RESULTS ON SEPARATE SHEET.

**9. DISEASES/DEFECTS PRESENT AT TIME OF MISHAP**

DIAGNOSIS

**(b) (6)**

**METHOD OF DISCOVERY**

ANNUAL PHYSICAL	SICK CALL	AUTOPSY	OTHER
<input checked="" type="checkbox"/>			

**WAIVERS (AS APPLICABLE)**

AUTHORITY	DATE
<b>CHAMATHA</b>	<b>3 Aug 64</b>

**10. AUTOPSY CONDUCTED BY**

☒ M - MILITARY PATHOLOGIST ☒ F - FLIGHT SURGEON  
☐ C - CIVILIAN PATHOLOGIST ☐ V - OTHER  
☐ PROTOCOL ATTACHED ☐ WILL BE FORWARDED

**11. MATERIAL SUBMITTED TO AFIP**

☒ 1 - AUTOPSY REPORT ☒ 3 - PICTURES  
☐ 2 - FROZEN TISSUE ☒ 4 - FIXED TISSUE

**12. LIST ADDITIONAL INJURIES RECEIVED AS A RESULT OF THE MISHAP, AND ADD ANY PERTINENT REMARKS**

NAME  
**REIMER, Melvin D.**

SERIAL NO.  
**(b) (6)**

A/C  
**E1-B**

BURO  
**147235**

**MEDICAL OFFICER'S REPORT OF A C ACCIDENT, IN FLIGHT OR GROUND ACCIDENT**  
**PSYCHOPHYSIOLOGICAL AND ENVIRONMENTAL FACTORS**  
 OPNAV FORM 3750/OC (REV. 4-68) S. N. 0107-731-8301

**REPORT SYMBOL 3750-7**  
 See Section H of OPNAVINST 3750.6  
**PAGE 1 OF 2**

**INSTRUCTIONS:** Complete on all occupants of aircraft, all injured persons, and all persons possibly contributing to the cause of the mishap. Supervisory factors attributed to persons not in the aircraft and such factors as design or weather should be reported only for the person in primary control of the aircraft. Factors contributing to injury during mid-air collisions, crash landings, ditchings, etc., are to be considered part of survival phase. Use codes at right to show only those factors present or contributing in each phase.

**PHASES OF MISHAP**  
 A - Accident  
 E - Escape  
 S - Survival (includes parachute landings)  
 R - Rescue

**FACTOR IMPORTANCE**  
 D - Definitely contributed  
 S - Suspected factor  
 P - Condition present but did not contribute to accident or injury

(b) (5)

CONTINUED ON REVERSE SIDE

NAME

HEIDER, Melvin D.

SERIAL NO.

(b) (6)

A C

E1-B

SUND

147235

(b) (5)

REMARKS: (Indicate item and describe circumstances in detail as necessary.)

(b) (5)



**MEDICAL OFFICER'S REPORT OF A. C. ACCIDENT, INFLUENCE OF WEATHER OR GROUND ACCIDENT  
PSYCHOPHYSIOLOGICAL AND ENVIRONMENTAL FACTORS**  
OPNAV FORM 3750-6C (REV. 4-68) 5-14-0107-7 31-8301

**REPORT SYMBOL 3750-7**  
See Section H of OPNAVINST 3750.6

**PAGE 1 OF 2**

**INSTRUCTIONS:** Complete on all occupants of aircraft, all injured persons, and all persons possibly contributing to the cause of the mishap. Supervisors factors attributed to persons not in the aircraft and such factors as design or weather should be reported only for the person in primary control of the aircraft. Factors contributing to injury during mid-air collisions, crash landings, ditchings, etc., are to be considered part of survival phase. Use codes at right to show only those factors present or contributing in each phase.

**PHASE OF MISHAP**

A - Accident  
E - Escape  
S - Survival (includes parachute landings)  
R - Rescue

**FACTOR IMPORTANCE**

D - Definitely contributed  
S - Suspected factor  
P - Condition present but did not contribute to accident or injury

(b) (5)

CONTINUED ON REVERSE SIDE

NAME

MEYER, Melvin D.

SERIAL NO.

(b) (6)

A. C.

E1-B

BUNO

147235

(b) (5)

REMARKS: (Indicate item and describe circumstances in detail as necessary.)

(b) (5)

**MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT**  
**PERSONAL DATA**  
 OPNAV FORM 3750/50 (REV. 6-68) S/N 9167-731-5481

**REPORT SYMBOL 3750-7**  
 See Section II of OPNAVINST 3750.6

**I. CONTRIBUTING EFFECT**

**II. ROLE OF THIS INDIVIDUAL IN THE CAUSE OF THE MISHAP:**

(b) (5)

**III. BACKGROUND** (Complete for all pilots and others who possibly contributed to mishap)

<b>A. DATE LAST LEAVE ENDED</b> 03 January 1969		<b>B. DAYS DURATION LAST LEAVE</b> 11	
<b>C. TYPE OF LEAVE LAST TAKEN</b>			
<input checked="" type="checkbox"/> 1. ORDINARY	<input type="checkbox"/> 2. EMERGENCY	<input type="checkbox"/> 3. REENLISTMENT	<input type="checkbox"/> 4. GRADUATION
<input type="checkbox"/> 5. SICK OR CONVALESCENT	<input type="checkbox"/> 6. DELAY ENROUTE	<input type="checkbox"/> 7. UNKNOWN	
<b>D. DATE OF LAST PREVIOUS FLIGHT</b> 18 February 1969			
<b>E. IN LAST 24 HOURS</b> 4 HOURS AND MIN. 41		<b>F. IN LAST 48 HOURS</b> 4 HOURS AND MIN. 41	
<b>G. IN LAST 24 HOURS</b> 5 HOURS SLEPT		<b>H. IN LAST 48 HOURS</b> 5 HOURS SLEPT	
<b>I. IN LAST 24 HOURS</b> 15 HOURS AND MIN. 30		<b>J. IN LAST 48 HOURS</b> 15 HOURS AND MIN. 30	
<b>K. IN LAST 24 HOURS</b> 7hrs 15min		<b>L. IN LAST 48 HOURS</b> 16 3/4hrs	
<b>M. CONTINUOUS DUTY PRIOR TO MISHAP</b> HOURS 15 MIN. 30		<b>N. HOURS CONTINUOUSLY AWAKE PRIOR TO MISHAP</b> 18 3/4	
<b>O. DURATION OF LAST SLEEP PERIOD</b> HOURS 7 MIN. 15		<b>P. TIME IN COCKPIT PRIOR TO FLIGHT</b> HOURS 20 MIN.	

**III. PHYSIOLOGICAL, LOW PRESSURE CHAMBER AND VERTIGO TRAINING** (For all personnel)

TYPE TRAINING ACCOMPLISHED	PLACE TRAINING ACCOMPLISHED	COMPLETED		ROLE* IN MISHAP	*For role in mishap, use following code: 0 - NO IMPORTANCE 1 - TRAINING DEFINITELY HELPED 2 - TRAINING POSSIBLY HELPED 3 - LACK OF TRAINING DEFINITELY A FACTOR 4 - LACK OF TRAINING POSSIBLY A FACTOR 9 - UNKNOWN
		Month	Year		
Low Pressure Chamber	Pensacola, Fla	Oct	1964	0	

**IV. ANTHROPOMETRIC DATA**

(b) (6)

**V. GENERAL**

**1. NUMBER AND TYPE OF PRIOR MISHAPS** (Complete for all pilots, copilots, and/or other persons in control of aircraft)

a. No. 0 b. DESCRIBE TYPE(S):

**2. TOTAL YEARS OF FORMAL EDUCATION** 16 years (College graduate)

**3. CHRONOLOGICAL ACCOUNT OF ACTIVITIES OF PREVIOUS 72 HOURS** (For all pilots, copilots, and/or persons possibly contributing to mishap)

See attached sheets

<b>NAME</b> BENNETT, Melvin D.	<b>SERIAL NO.</b> (b) (6)	<b>A/C</b> E1-B	<b>BUNO</b> 147235
-----------------------------------	------------------------------	--------------------	-----------------------

Information obtained from Mrs. Brewer (pilot's wife.)

(b) (5), (b) (6)





Information obtained from Mrs. Brewer (pilot's wife.)

(b) (5), (b) (6)



DEPARTMENT OF THE NAVY

# Memorandum

DATE: 19 FEB 1969

FROM : SAFETY OFFICER, VAW-111, DET 20

TO : SENIOR MEMBER, COMMANDER FLEET AIR SAN DIEGO ACCIDENT BOARD

SUBJ : CHRONOLOGICAL LISTING OF EVENTS PRECEDING ACCIDENT

REL. TO D. DOWELL, LT., (b) (6) USN

- 1045U 17 FEB 1969- BRIEFED FOR FLIGHT
- 1115U- MAINTED AIRCRAFT (RR 763, BUNO 147027)
- 1215U- LAUNCHED NAS NORTH ISLAND ENROUTE USS KEARSARGE (CVS-33)
- 1235U- RETURNED NAS NORTH ISLAND DUE TO LOSS OF C.A.T. INDICATIONS ON  
PORT ENGINE
- 1357U- RELAUNCHED IN RR 703
- 1500U- RECOVERED ABOARD USS KEARSARGE
  - a) LT BREWER- TWO (2) DAY ARRESTS
  - b) LTJG SPEYER- TWO (2) DAY ARRESTS, ONE (1) FOUL DECK WAVE OFF
- 1930U- LAUNCHED USS KEARSARGE ON FIRST NIGHT PERIOD (RR 704)
- 2205U- RECOVERED ABOARD USS KEARSARGE
  - a) LT BREWER- LANDINGS (NONE)
  - b) LTJG MORAHAN- TWO (2) NIGHT ARRESTS, ONE (1) BOLTER
- 0006U 18 FEB 1969- LAUNCHED USS KEARSARGE ON SECOND NIGHT PERIOD (RR 704)
- 0052U- RECOVERED ABOARD USS KEARSARGE
  - a) LT BREWER- LANDINGS (NONE)
  - b) LTJG MORAHAN- ONE (1) NIGHT ARREST, TWO (2) BOLTERS
- 0230U- LAUNCHED USS KEARSARGE ENROUTE NAS NORTH ISLAND

authenticated

(b) (6)

NOMENCLATURE AND MODEL DESIGNATION	REQUIRED				AVAILABLE				USED				NEEDED				PROBLEM <i>Indicate by code from list on reverse side.</i>
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15		
1. CLOTHING (SUITS, HEADGEAR, SHOES, GLOVES, VISOIR, UNDERWEAR, ETC.)																	
HONEX FLIGHT SUIT	Y	Y		AS	AS												
FLIGHT BOOTS (STEEL TOE)	Y	Y		AS	AS												
APH 6A HELMET (DUAL VISOR)	Y	Y		AS	AS												
LEATHER GLOVES	Y	Y		AS	AS												
2. OXYGEN MASK A13A ISSUED	N	N															
3. OXYGEN REGULATOR MD-1 IN AIRCRAFT	Y	Y															
4. LIFE VEST MK-2	Y	Y															
5. LIFE RAFT PK-2 MK-4	Y	Y															
6. SURVIVAL RADIO(S) NONE ISSUED	N	N															
7. SIGNALING DEVICES LARGE SIGNAL MIRROR	Y	Y															
SIGNAL KIT MK 79 MOD 0	Y	Y															
STRONG LIGHT	Y	Y															
MK 15 MOD 0 FLARE (4)	Y	Y															
SEA DYE MARKER (4)	Y	Y															
PYRO KIT (VERY PISTOL - 12 CARTR.)	Y	Y															
1 CELL FLASHLIGHT, WHISTLE																	
8. SURVIVAL KIT (CONTAINER) SEEK 2, SV-1 VEST	Y	Y															
9. OTHER SURVIVAL GEAR SUNBURN OINTMENT	Y	Y															
SHARK CHASER	Y	Y															
50 FT SHROUD LINE	Y	Y															
FOOD PACKET, SPONGE	Y	Y															
DEBRALTEX KIT MK-2 TYPE 2	Y	Y															
5 QT WATER STORAGE BAG	Y	Y															
SURVIVAL KNIFE	Y	Y															
10. RESTRAINTS (LAP BELTS, SHOULDER HARNESS, LEG RESTRAINTS)																	
LAP BELT FM MD22033-1	Y	Y		AS	AS												
SHOULDER HARNESS FPM616068-1	Y	Y		AS	AS												
11. PARACHUTE TYPE MC3-R	Y	Y															
12. PARACHUTE CANOPY RELEASE																	
13. PARACHUTE OPENING DEPLOYMENT DEVICES D-RING	Y	Y															
14. SEAT TYPE SEAT PAN FM 117 F10419-1	Y	Y															
15. OTHER (SPECIFY)																	
16. EXPLAIN PROBLEMS (USE REVERSE SIDE IF NECESSARY)																	

There were no real problems - none of the equipment was used except clothing and seat harness.

CONTINUED ON REVERSE SIDE

NAME BREWER, Melvin D.	SERIAL NO. (b) (6)	A/C E1-B	BUINO 147235
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- 01 - NOT AVAILABLE-SUPPLY PROBLEM
- 02 - NOT AVAILABLE-LEFT BEHIND
- 03 - DISCARDED
- 04 - LOST
- 05 - DAMAGED-MINOR
- 06 - DAMAGED-MAJOR
- 07 - BURNED-MINOR
- 08 - BURNED-MAJOR
- 09 - DESTROYED BY EXTREME FORCE/FIRE
- 10 - FAILED TO OPERATE (RADIO, ACTUATOR, ETC.)
- 11 - OPERATED PARTIALLY
- 12 - DIFFICULTY LOCATING
- 13 - BEYOND REACH
- 14 - CONNECTION/CLOSURE DIFFICULTY
- 15 - CONNECTION/CLOSURE FAILURE
- 16 - RELEASE/DISCONNECT DIFFICULTY
- 17 - RELEASE/DISCONNECT FAILURE
- 18 - INADVERTENT RELEASE/DISCONNECT
- 19 - INADVERTENT ACTUATION
- 20 - ACTUATION DIFFICULTY
- 21 - ACTUATION FAILURE
- 22 - ACTUATED BY OTHER PERSON
- 23 - RESTRAINT/ATTACHMENT INADEQUACY
- 24 - RESTRAINTS/ATTACHMENTS NOT USED PROPERLY FOR MAXIMUM PROTECTION
- 25 - IMPROPER USE (OTHER)
- 26 - UNFAMILIAR WITH USE
- 27 - COLD HAMPERED USE
- 28 - INJURY HAMPERED USE
- 29 - WATER HAMPERED USE
- 30 - OTHER EQUIPMENT INTERFERED
- 31 - DOWNING/REMOVAL PROBLEM
- 32 - DISCOMFORT/BULKINESS
- 33 - POOR FIT
- 34 - LEAKED
- 35 - MATERIEL DEFICIENCY
- 36 - DESIGN DEFICIENCY
- 37 - HANGUP/ENTANGLEMENT (WITH A/C OR OTHER EQUIPMENT)
- 38 - ENTANGLEMENT (PARACHUTE SUSPENSION LINES ONLY)-MAJOR
- 39 - ENTANGLEMENT (PARACHUTE SUSPENSION LINES ONLY)-MINOR
- 40 - DRAGGING (PARACHUTE ONLY)
- 41 - NON-STANDARD CONFIGURATION
- 42 - AIDED IN LOCATION/RESCUE
- 43 - NOT EFFECTIVE IN LOCATION/RESCUE (USED IN AREA OF SAR VEHICLES)
- 44 - PREVENTED/MINIMIZED INJURY
- 45 - EQUIPMENT PROBLEM (LOSS, FAILURE, ETC.) A FACTOR IN PRODUCING INJURY
- 46 - EQUIPMENT PRODUCED INJURY (HIT BY EJECTION SEAT, ETC.)
- 47 - FAILURE/DELAY IN USING COMPROMISED SURVIVAL/RESCUE
- 48 - ALL CREW EQUIPMENT (CODE ONLY ONCE)
- 49 - MAINTENANCE/INSTALLATION ERROR
- 50 - PROBLEM EXPERIENCED BY OTHERS IN ACTUATION/RELEASE OF EQUIPMENT
- 51 - EQUIPMENT DAMAGE-SELF INDUCED
- 52 - EQUIPMENT FAILURE-SELF INDUCED
- 60 - OTHER (SPECIFY)



<b>1. LOCATION IN AIRCRAFT</b>		<b>C. OTHER</b>	
<b>A. LOCATION</b> <input checked="" type="checkbox"/> 1. COCKPIT OR PILOT'S COMPARTMENT <input type="checkbox"/> 2. NAVIGATOR'S/ENGINEER'S COMPARTMENT <input type="checkbox"/> 3. PASSENGERS' COMPARTMENT (SINGLE DECK) <input type="checkbox"/> 4. PASSENGERS' COMPARTMENT (UPPER DECK) <input type="checkbox"/> 5. PASSENGERS' COMPARTMENT (LOWER DECK) <input type="checkbox"/> 6. OTHER COMPARTMENT <input type="checkbox"/> 7. COMPARTMENT UNKNOWN		<input type="checkbox"/> A. STANDARD EMERGENCY GROUND EGRESS <input type="checkbox"/> 1. UNDERWATER EGRESS (NOT EJECTION) <input checked="" type="checkbox"/> 3. DID NOT ESCAPE <input type="checkbox"/> 4. EXIT UNASSISTED (OTHER THAN STANDARD EMERG. GROUND EGRESS) <input type="checkbox"/> 5. CARRIED ASSISTED OUT <input type="checkbox"/> 6. BLOWN THROWN OUT <input type="checkbox"/> 7. JUMPED FROM A/C (AIRBORNE) <input type="checkbox"/> 8. UNKNOWN IF ESCAPE ACCOMPLISHED <input type="checkbox"/> 9. ESCAPED, METHOD UNKNOWN	
<b>B. LONGITUDINAL LOCATION</b> <input checked="" type="checkbox"/> 1. FORWARD SECTION <input type="checkbox"/> 2. CENTER SECTION <input type="checkbox"/> 3. AFT SECTION <input type="checkbox"/> 4. SECTION UNKNOWN		<b>C. LATERAL LOCATION</b> <input type="checkbox"/> 2. CENTER <input checked="" type="checkbox"/> 4. LEFT SIDE <input type="checkbox"/> 5. RIGHT SIDE <input type="checkbox"/> 6. UNKNOWN	
<b>D. DIRECTION FACING</b> <input checked="" type="checkbox"/> 1. FORWARD <input type="checkbox"/> 2. AFT <input type="checkbox"/> 3. SIDEWARD <input type="checkbox"/> 4. UNKNOWN		<b>E. USE OF SEAT</b> <input type="checkbox"/> 8. NOT IN SEAT <input type="checkbox"/> 1. IN SEAT <input type="checkbox"/> 2. BUNK LITTER <input type="checkbox"/> 9. UNKNOWN	
<b>2. METHOD OF ESCAPE (More than one may apply)</b>			
<b>A. EJECTION</b> <input type="checkbox"/> 1. ACCOMPLISHED (FREE OF AIRCRAFT) <input type="checkbox"/> 2. ATTEMPTED (NOT ACCOMPLISHED) <input type="checkbox"/> 3. SEAT EJECTED ON IMPACT (TERRAIN) <input type="checkbox"/> 4. INADVERTENT EJECTION <input type="checkbox"/> 7. UNKNOWN IF ATTEMPT WAS MADE <input type="checkbox"/> 8. SUSPECTED EJECTION <input checked="" type="checkbox"/> 9. DEFINITELY NOT ATTEMPTED			
<b>B. BAIL OUT</b> <input type="checkbox"/> 1. ACCOMPLISHED (FREE OF AIRCRAFT) <input type="checkbox"/> 2. ATTEMPTED (NOT ACCOMPLISHED) <input type="checkbox"/> 3. BAILED OUT AFTER EJECTION ATTEMPT FAILED <input type="checkbox"/> 7. UNKNOWN IF ATTEMPT WAS MADE <input type="checkbox"/> 8. SUSPECTED BAIL OUT <input checked="" type="checkbox"/> 9. DEFINITELY NOT ATTEMPTED			
<b>3. INTENT FOR ESCAPE</b>			
<input type="checkbox"/> 1. INTENTIONAL <input type="checkbox"/> 2. UNINTENTIONAL SELF INDUCED <input type="checkbox"/> 3. UNINTENTIONAL, MECHANICAL <input checked="" type="checkbox"/> 4. INTENT UNKNOWN			
<b>4. EXIT USED</b>			
<input type="checkbox"/> 1. NORMAL EXIT <input type="checkbox"/> 2. EJECTED THROUGH CANOPY <input type="checkbox"/> 3. EMERGENCY EXIT <input type="checkbox"/> 8. OTHER <input checked="" type="checkbox"/> 9. UNKNOWN			
<b>5. COCKPIT/CABIN CONDITION AFTER IMPACT</b>			
<input type="checkbox"/> 0. NO DAMAGE (OTHER THAN CANOPY LOSS, ETC.) <input type="checkbox"/> 1. MINOR DAMAGE (DEFINITELY HABITABLE) <input type="checkbox"/> 2. REASONABLY INTACT (PROBABLY HABITABLE) <input type="checkbox"/> 3. MAJOR DAMAGE (PROBABLY NOT HABITABLE) <input checked="" type="checkbox"/> 4. DESTROYED (DEFINITELY NOT HABITABLE) <input type="checkbox"/> 9. UNKNOWN			
<b>6. ORDER OF ESCAPE (1st, 2nd, etc.)</b>			
<b>7. REASONS FOR ESCAPE (More than one may apply)</b>			
<input type="checkbox"/> A. FIRE EXPLOSION SMOKE <input type="checkbox"/> B. LOSS OF CONTROL <input type="checkbox"/> C. ENGINE FAILURE <input type="checkbox"/> D. FUEL EXHAUSTION <input type="checkbox"/> E. STRUCTURAL FAILURE <input type="checkbox"/> F. MID-AIR COLLISION <input type="checkbox"/> G. WATER IMPACT <input checked="" type="checkbox"/> H. GROUND STRUCTURE IMPACT <input type="checkbox"/> J. LAUNCH FAILURE <input type="checkbox"/> K. ARRESTMENT FAILURE <input type="checkbox"/> V. OTHER <input type="checkbox"/> Z. UNKNOWN			

NAME

SERIAL NO.

A/C

CONTINUED ON REVERSE SIDE

SUNO

**NAME, Malvin D.**

**(b) (6)**

**E1-B**

**147235**

# 10. COMMUNICATIONS PRIOR TO ESCAPE

- ☐ 1. DISTRESS SIGNAL TRANSMITTED  
☐ 2. POSITION FIX TRANSMITTED  
☐ 3. EMERGENCY IFF (MANUAL)  
☐ 4. EMERGENCY IFF (AUTOMATIC)  
☐ 9. UNKNOWN  
☒ 8. NONE

# 11. NUMBER OF PREVIOUS:

EJECTIONS \_\_\_\_\_ EMERGENCY BAILOUTS \_\_\_\_\_  
OTHER PARACHUTE JUMPS (TRAINING, SKYDIVING, ETC.) \_\_\_\_\_

# 12. TERRAIN OF PARACHUTE LANDING OR CRASH SITE

(More than one may be applicable)

- ☐ A - OPEN SEA ☐ K - BUILDING  
☐ B - LARGE LAKE ☐ L - FLIGHT DECK  
☐ C - RIVER ☐ M - DENSE WOODS  
☐ D - DEEP WATER, OTHER ☐ N - IN TREES  
☐ E - SHALLOW WATER ☐ T - THROUGH TREES  
☐ F - DEEP SNOW ☒ P - RAVINE STEEP SLOPE  
☐ G - THICK ICE ☒ Q - ROCKS  
☐ H - MARSH/SLAMP MUD ☒ R - IN NEAR FIREBALL  
☒ U - HARD GROUND ☐ S - DESERT  
☐ J - SOFT GROUND ☐ V - UNKNOWN  
☐ Z - OTHER

# 11. AIRCRAFT ATTITUDE AT TIME OF ESCAPE

(Either in flight or after crash, ditching, etc.)

- ☐ NOSE UP ☐ NOSE DOWN 0 DEGREES  
☐ RIGHT BANK ☐ LEFT BANK 0 DEGREES  
☐ A. NOSE DOWN SPIN ☒ F. DISINTEGRATION  
☐ B. FLAT SPIN ☐ G. INVERTED  
☐ C. OSCILLATING SPIN ☐ H. BUSHING  
☐ D. ROLLING ☐ I. UNKNOWN  
☐ E. TUMBLING ☐ V. OTHER (DESCRIBE) Flare

straight and level into slope

# 12. EJECTION SEAT/PARACHUTE TRAINING

(Not required for passengers who had no opportunity to escape)

TYPE OF TRAINING	TOTAL HOURS IN TRAINING	DATE OF LAST TRAINING	ROLE*
LECTURES DEMONSTRATIONS			
TRAINING FILMS			
UNARMED EJECTION SEAT			
ARMED SEAT ON TOWER			
JUMP SCHOOL			
PARASAIL TRAINING			
OTHER (SPECIFY)			

\*Use codes below to indicate role played in this mishap.

- 0 - NO IMPORTANCE 3 - LACK OF TRAINING FACTOR  
1 - TRAINING DEFINITE HELP 4 - LACK OF TRAINING POSSIBLE FACTOR  
2 - TRAINING POSSIBLE HELP 9 - TRAINING ROLE UNKNOWN

# 13. EGRESS DIFFICULTIES Place X in appropriate column:

B - Before, D - During, A - After

1. BUFFETING  
2. G FORCES  
3. WINDBLAST  
4. SEAT PINS NOT REMOVED  
5. DIFFICULTY LOCATING CANOPY JETTISON MECHANISM  
6. HAMPERED BY CLOTHING  
7. HAMPERED BY EQUIPMENT (INCLUDE BODY ARMOR)  
8. HAMPERED BY INJURIES  
9. DIFFICULTY RELEASING CANOPY HATCH  
10. FAILURE TO RELEASE CANOPY HATCH  
11. DIFFICULTY LOCATING REACHING NORMAL EJECTION MECHANISM  
12. DIFFICULTY LOCATING REACHING ALTERNATE EJECTION MECHANISM  
13. FACE CURTAIN FAILED TO ACTIVATE SEAT  
14. FACE CURTAIN PROBLEM (LOCATING, REACHING, ETC.)  
15. SEAT PAN FIRING HANDLE FAILED TO ACTIVATE SEAT  
16. SEAT PAN FIRING HANDLE PROBLEM (LOCATING, ETC.)  
17. CANOPY JETTISON PROBLEM  
18. CANOPY JETTISON FAILURE (AUTOMATIC MEANS)

	B	D	A
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CONTINUED ON NEXT PAGE

## 13. SORES DIFFICULTIES (Place X in appropriate column) (Continued)

B - Before; D - During; A - After

19. COULD NOT OPEN CANOPY/HATCH

19

20. DIFFICULTY RELEASING RESTRAINTS

20

21. DIFFICULTY REACHING HATCH/EXIT-OBSTRUCTIONS

21

22. DIFFICULTY REACHING HATCH/EXIT-INJURIES

22

23. DIFFICULTY REACHING HATCH/EXIT-A/C ATTITUDE

23

24. DIFFICULTY REACHING HATCH/EXIT-EQUIPMENT HANGUP

24

25. PINNED DOWN IN A/C (OTHER THAN EQUIPMENT HANGUP)

25

26. CONFUSION/PANIC/DISORIENTATION

26

27. DARKNESS-NO VISUAL REFERENCE

27

28. FIRE/SMOKE/FUEL

28

29. ANTHROPOMETRIC PROBLEM

29

30. PERSONAL EQUIPMENT FACTOR (OTHER THAN HANGUP)

30

31. UPPER EXTREMITIES HIT COCKPIT STRUCTURES

31

32. LOWER EXTREMITIES HIT COCKPIT STRUCTURES

32

33. MAN STRUCK CANOPY/CANOPY BOW

33

34. STRUCK EXTERNAL SURFACE OF AIRCRAFT

34

35. FLAILING - UPPER EXTREMITIES

35

36. FLAILING - LOWER EXTREMITIES

36

37. DROGUE SLUG SWINGING AT MAN

37

38. DROGUE SLUG STRUCK MAN

38

39. MAN STRUCK BY OTHER EQUIPMENT

39

40. MAN STRUCK BY SEAT

40

41. SEAT SEPARATION DIFFICULTY

41

42. SEAT/PARACHUTE ENTANGLEMENT

42

43. MAN TANGLED IN CHUTE RISERS-MAJOR

43

44. MAN TANGLED IN CHUTE RISERS-MINOR

44

45. PARACHUTE LINE OVER

45

46. MAN HELD ON TO SEAT

46

47. TUMBLING/SPINNING

47

48. PARACHUTE DID NOT OPEN

48

49. PARACHUTE STREAMED

49

50. INADVERTENT OPENING OF LAP BELT

50

51. FAILURE OF LAP BELT TO OPEN

51

52. WILLOWING WATER

52

53. COLD

53

54. UNCONSCIOUS/DAZED

54

55. OTHER

55

RESIDUES OR CONTINUATION: (Index each remark with code from above)

NAME

BENNER, Melvin D.

SERIAL NO.

(b) (6)

A/C

E1-B

DUNS

147235



**MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, WENT OR GROUND ACCIDENT**  
**MEDICAL INFORMATION**  
 OPMAY FORM 3750/68 (REV. 4-68) 5/M-0107-731-0201

**REPORT SYMBOL 3750-J**  
 See Section II of OPMAYINST 3750.6

**1. RESULTS OF INJURY**

☐ 1 - NONE ☒ 4 - FATAL ☐ 7 - MISSING, UNKNOWN  
☐ 2 - MINOR ☐ 3 - MISSING, LAND  
☐ 3 - MAJOR ☐ 6 - MISSING, WATER

2. DAYS HOSPITALIZED \_\_\_\_\_  
 3. DAYS IN QUARTERS \_\_\_\_\_  
 4. DAYS GROUNDED \_\_\_\_\_  
 5. UNCONSCIOUS \_\_\_\_\_ HOURS \_\_\_\_\_ MIN.

**2. DISPOSITION**

**F**

**3. EXPOSURE**

☐ 1 - MILD ☐ 2 - MODERATE ☐ 3 - SEVERE

**4. SHOCK**

☐ 1 - MILD ☐ 2 - MODERATE ☐ 3 - SEVERE

**5. INJURIES INCURRED DURING MISHAP**

(Use Standard DOD Terminology for Body Part, Diagnosis and Cause of Injury) (See DDHC, NAVMED P5082.)

LEAVE THESE COLUMNS BLANK

**A. BODY PART:**

**DIAGNOSIS:**

**Extreme trauma to all body parts  
(see autopsy report)**

**CAUSE:**

**B. BODY PART:**

**DIAGNOSIS:**

**CAUSE:**

**C. BODY PART:**

**DIAGNOSIS:**

**CAUSE:**

**D. BODY PART:**

**DIAGNOSIS:**

**CAUSE:**

**E. BODY PART:**

**DIAGNOSIS:**

**CAUSE:**

P									
D									
C									
P									
D									
C									
P									
D									
C									
P									
D									
C									

**6. LABORATORY TESTS**

**A. TISSUE TESTED**

**B. METHOD USED**

**C. LABORATORY DOING TEST**

**D. RESULT**

CARBON MONOXIDE	test			
ALCOHOL	results			
LACTIC ACID	pending			
OTHER (SPECIFY)				

**7. X-RAY RESULTS:**

☒ CHECK IF PERFORMED. SUBMIT RESULTS ON SEPARATE SHEET.

**8. DISEASES/DEFECTS PRESENT AT TIME OF MISHAP**

**DIAGNOSIS**

**OTHER**

**METHOD OF DISCOVERY**

ANNUAL

PHYSICAL

SICK

CALL

AUTOPSY

OTHER

**9. WAIVERS (AS APPLICABLE)**

AUTHORITY

DATE


**10. AUTOPSY CONDUCTED BY:**

☒ M - MILITARY PATHOLOGIST ☒ F - FLIGHT SURGEON  
☐ C - CIVILIAN PATHOLOGIST ☐ Y - OTHER  
☐ PROTOCOL ATTACHED ☐ WILL BE FORWARDED

**11. MATERIAL SUBMITTED TO AFIP**

☒ 1 - AUTOPSY REPORT ☒ 3 - PICTURES  
☐ 2 - FROZEN TISSUE ☒ 4 - FIRED TISSUE

**12. LIST ADDITIONAL INJURIES RECEIVED AS A RESULT OF THE MISHAP, AND ADD ANY PERTINENT REMARKS**

NAME

**RAY, Billy W.**

SERIAL NO.

**(b) (6)**

A/C

**E1-B**

SUNO

**147235**



**MEDICAL OFFICER'S REPORT OF A C ACCIDENT, 1 ENT OR GROUND ACCIDENT**  
**PSYCHOPHYSIOLOGICAL AND ENVIRONMENTAL FACTORS**  
 OPNAV FORM 3750/OC (REV. 4-68) S/N 0107-731-8301

**REPORT SYMBOL 3750-7**  
 See Section II of OPNAVINST 3750.6  
**PAGE 1 OF 2**

**INSTRUCTIONS:** Complete on all occupants of aircraft, all injured persons, and all persons possibly contributing to the cause of the mishap. Supervisory factors attributed to persons not in the aircraft and such factors as design or weather should be reported only for the person in primary control of the aircraft. Factors contributing to injury during mid-air collisions, crash landings, ditchings, etc., are to be considered part of survival phase. Use codes at right to show only those factors present or contributing in each phase.

**PHASES OF MISHAP**  
 A - Accident  
 E - Escape  
 S - Survival (includes parachute landings)  
 R - Rescue

**FACTOR IMPORTANCE**  
 D - Definitely contributed  
 S - Suspected factor  
 P - Condition present but did not contribute to accident or injury

(b) (5)

CONTINUED ON REVERSE SIDE

NAME

**RAY, Billy W.**

SERIAL NO.

(b) (6)

A C

**E1-B**

SUNO

**147235**

(b) (5)

REMARKS: (Indicate item and describe circumstances in detail as necessary.)

(b) (5)

**MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, IN ENT OR GROUND ACCIDENT**  
**PERSONAL DATA**  
 OPNAV FORM 3750/50 (REV. 4-55) 1/N 5107-731-001

**REPORT SYMBOL 3750-7**  
 See Section II of OPNAVINST 3750.6

**I. CONTRIBUTING EFFECT**

**1. ROLE OF THIS INDIVIDUAL IN THE CAUSE OF THE MISHAP:**

<b>A. SUMMARY</b>	<b>B. CONTRIBUTING</b>
<b>(b) (5)</b>	

**II. BACKGROUND (Complete for all pilots and others who possibly contributed to mishap)**

<b>A. DATE LAST LEAVE ENDED</b> <u>02 January 1969</u>		<b>B. DAYS DURATION LAST LEAVE</b> <u>12</u>	
<b>C. TYPE OF LEAVE LAST TAKEN</b>			
<input checked="" type="checkbox"/> 1. ORDINARY	<input type="checkbox"/> 2. EMERGENCY	<input type="checkbox"/> 3. REENLISTMENT	<input type="checkbox"/> 4. GRADUATION
<input type="checkbox"/> 5. SICK OR CONVALESCENT	<input type="checkbox"/> 6. DELAY ENROUTE	<input type="checkbox"/> 7. UNKNOWN	
<b>D. DATE OF LAST PREVIOUS FLIGHT</b> <u>18 February 1969</u>			
<b>IN LAST 24 HOURS</b> <u>8</u> MIN. <u>22</u> <b>F. IN LAST 48 HOURS</b> <u>8</u> MIN. <u>22</u>			
<b>G. IN LAST 24 HOURS</b> <u>4</u> <b>H. IN LAST 48 HOURS</b> <u>4</u>			
<b>I. IN LAST 24 HOURS</b> <u>18</u> MIN. <u>30</u> <b>J. IN LAST 48 HOURS</b> <u>18</u> MIN. <u>30</u>			
<b>K. IN LAST 24 HOURS</b> <u>9</u> <b>L. IN LAST 48 HOURS</b> <u>19</u>			
<b>M. CONTINUOUS DUTY PRIOR TO MISHAP</b> HOURS <u>18</u> MIN. <u>30</u>			
<b>N. HOURS CONTINUOUSLY AWAKE PRIOR TO MISHAP</b> <u>19</u>			
<b>O. DURATION OF LAST SLEEP PERIOD</b> HOURS <u>9</u> MIN. <u>20</u>			
<b>P. TIME IN COCKPIT PRIOR TO FLIGHT</b> HRS <u>20</u> MIN.			

**III. PHYSIOLOGICAL, LOW PRESSURE CHAMBER AND VERTIGO TRAINING (For all personnel)**

TYPE TRAINING ACCOMPLISHED	PLACE TRAINING ACCOMPLISHED	COMPLETED		ROLE* IN MISHAP	*For role in mishap, use following code: 0 - NO IMPORTANCE 1 - TRAINING DEFINITELY HELPED 2 - TRAINING POSSIBLY HELPED 3 - LACK OF TRAINING DEFINITELY A FACTOR 4 - LACK OF TRAINING POSSIBLY A FACTOR 9 - UNKNOWN
		Month	Year		
Low Pressure Chamber	Pensacola, Fla	Oct	64	0	

**IV. ANTHROPOMETRIC DATA** Not available

<b>a. DATE OF BIRTH:</b> DAY _____ MONTH _____ YEAR _____	<b>b. HEIGHT</b> _____ INCHES	<b>c. WEIGHT</b> _____ POUNDS
<b>d. SITTING HEIGHT</b> _____ INCHES	<b>e. TRUNK HEIGHT</b> _____ INCHES	<b>f. FUNCTIONAL REACH</b> _____ INCHES
<b>g. BUTTOCK-KNEE LENGTH</b> _____ INCHES	<b>h. LEG LENGTH</b> _____ INCHES	<b>i. SHOULDER WIDTH (BIDELTOID)</b> _____ INCHES

**V. GENERAL**

**1. NUMBER AND TYPE OF PRIOR MISHAPS (Complete for all pilots, copilots, and other persons in control of aircraft)**

**a. No.** 0 **b. DESCRIBE TYPE(S):**

**2. TOTAL YEARS OF FORMAL EDUCATION** 18 years (6 years college - no degree)

**3. CHRONOLOGICAL ACCOUNT OF ACTIVITIES OF PREVIOUS 72 HOURS (For all pilots, copilots, and other persons possibly contributing to mishap)**

**See attached sheets**

<b>NAME</b> <u>RAY, Billy W.</u>	<b>SERIAL NO.</b> <u>(b) (6)</u>	<b>A/C</b> <u>E1-B</u>	<b>BURO</b> <u>147235</u>
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Statement of ENS James M. ALLEN

(b) (5)

James M. ALLEN

authenticated

(b) (6)



Statement of LTJG Phillip W. KOKESH

(b) (5)

P. W. KOKESH  
LTJG USNR

authenticated

(b) (6)

DEPARTMENT OF THE NAVY

# Memorandum

DATE: 19 FEB 1969

FROM : SAFETY OFFICER, VAW-111, DET 20

TO : SENIOR MEMBERS, COMMANDER FLEET AIR SAN DIEGO ACCIDENT BOARD

SUBJ : CHRONOLOGICAL LISTING OF EVENTS PRECEDING ACCIDENT

BILLY W. RAY, LT., (b) (6) USNR

1045U 17 FEB 1969- BRIEFED FOR FLIGHT  
1115U- MANNED AIRCRAFT (RR 761, BUNO 147235)  
1200U- LAUNCHED NAS NORTH ISLAND INROUTE USS KEARSARGE (CVS-33)  
1645U- RECOVERED ABOARD USS KEARSARGE  
a) LT. RAY- TWO (2) DAY ARRESTS, ONE (1) FOUL DECK WAVE-OFF  
b) LTJG WILCOX- TWO (2) DAY ARRESTS, ONE (1) FOUL DECK WAVE-OFF  
1930U- LAUNCHED USS KEARSARGE ON FIRST NIGHT PERIOD (RR 761, BUNO 147235)  
2210U- RECOVERED ABOARD USS KEARSARGE  
a) LT RAY- TWO (2) NIGHT ARRESTS  
b) LTJG TARALSON (FIRST CO-PILOT)- FOUR (4) NIGHT ARRESTS, ONE(1)  
BOLTER, TWO (2) TECHNIQUE WAVE-OFFS  
c) LT CARLISLE (SECOND CO-PILOT)- THREE (3) NIGHT ARRESTS, ONE (1)  
WAVE-OFF  
0020U 18 FEB 1969- LAUNCHED USS KEARSARGE ON SECOND NIGHT PERIOD (RR-761)  
0117U- RECOVERED ABOARD USS KEARSARGE  
a) LT RAY- LANDINGS (NONE)  
b) LT CARLISLE- FOUR (4) NIGHT ARRESTS, ONE (1) BOLTER, ONE (1)  
TECHNIQUE WAVE-OFF  
0230U- LAUNCHED USS KEARSARGE INROUTE NAS NORTH ISLAND

authenticated

(b) (6)

NOMENCLATURE AND MODEL DESIGNATION					PROBLEMS <i>Indicate by code from list on reverse side.</i>
	REQUIRED	AVAILABLE	USED	NEEDED	
1. CLOTHING (HATS, HEADGEAR, SHOES, GLOVES, VISOIR, UNDERWEAR, ETC.)					
WOMER FLIGHT SUIT	Y	Y	AS	AS	
FLIGHT BOOTS (STEEL TOE)	Y	Y	AS	AS	
APH 6A HELMET (DUAL VISOIR)	Y	Y	AS	AS	
LEATHER GLOVES	Y	Y	AS	AS	
2. OXYGEN MASK A13A ISSUED					
3. OXYGEN REGULATOR MD-1 IN AIRCRAFT	Y	Y			
4. LIFE VEST MK-2	Y	Y			
5. LIFE RAFT PK-2 MK-4	Y	Y			
6. SURVIVAL RADIO(S) NONE ISSUED	N	N			01
7. SIGNALING DEVICES LARGE SIGNAL MIRROR					
SIGNAL KIT MK79 MOD 0	Y	Y			
STROBE LIGHT	Y	Y			
MK 15 MOD 0 FLARE (4)	Y	Y			
SEA BYE MARKER (4)	Y	Y			
PYRO KIT (VERY PISTOL - 12 CARTR)	Y	Y			
1 CELL FLASHLIGHT, WHISTLE					
8. SURVIVAL KIT (CONTAINER) SEEK 2, SV-1 VEST	Y	Y			
9. OTHER SURVIVAL GEAR BURN OINTMENT	Y	Y			
SHARK CHASER 2	Y	Y			
50 FT SHROUD LINE	Y	Y			
FOOD PACKET, SPONGE	Y	Y			
DEHALTER KIT MK-2 TYPE 2	Y	Y			
5 QT WATER STORAGE BAG	Y	Y			
SURVIVAL KNIFE	Y	Y			
10. RESTRAINTS (LAP BELTS, SHOULDER HARNESS, LEG RESTRAINTS)					
LAP BELT PN M22033-1	Y	Y	AS	AS	
SHOULDER HARNESS FPM16068-1	Y	Y	AS	AS	
11. PARACHUTE TYPE MC3-B					
12. PARACHUTE CANOPY RELEASE	Y	Y			
13. PARACHUTE OPENING DEPLOYMENT DEVICES D-RING					
14. SEAT TYPE SEAT PAN FM117F10419-1	Y	Y			
15. OTHER (SPECIFY)					

**16. EXPLAIN PROBLEMS (USE REVERSE SIDE IF NECESSARY)**

**There were no real problems - none of the equipment was used except clothing and seat harness.**

CONTINUED ON REVERSE SIDE

NAME <b>RAY, Billy W.</b>	SERIAL NO. <b>(b) (6)</b>	A/C <b>E1-B</b>	BUND <b>147235</b>
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- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li>01 - NOT AVAILABLE-SUPPLY PROBLEM</li> <li>02 - NOT AVAILABLE-LEFT BEHIND</li> <li>03 - DISCARDED</li> <li>04 - LOST</li> <li>05 - DAMAGED-MINOR</li> <li>06 - DAMAGED-MAJOR</li> <li>07 - BURNED-MINOR</li> <li>08 - BURNED-MAJOR</li> <li>09 - DESTROYED BY EXTREME FORCE/FIRE</li> <li>10 - FAILED TO OPERATE (RADIO, ACTUATOR, ETC.)</li> <li>11 - OPERATED PARTIALLY</li> <li>12 - DIFFICULTY LOCATING</li> <li>13 - BEYOND REACH</li> <li>14 - CONNECTION/CLOSURE DIFFICULTY</li> <li>15 - CONNECTION/CLOSURE FAILURE</li> <li>16 - RELEASE/DISCONNECT DIFFICULTY</li> <li>17 - RELEASE/DISCONNECT FAILURE</li> <li>18 - INADVERTENT RELEASE/DISCONNECT</li> <li>19 - INADVERTENT ACTUATION</li> <li>20 - ACTUATION DIFFICULTY</li> <li>21 - ACTUATION FAILURE</li> <li>22 - ACTUATED BY OTHER PERSON</li> <li>23 - RESTRAINT/ATTACHMENT INADEQUACY</li> <li>24 - RESTRAINTS/ATTACHMENTS NOT USED PROPERLY FOR MAXIMUM PROTECTION</li> <li>25 - IMPROPER USE (OTHER)</li> <li>26 - UNFAMILIAR WITH USE</li> <li>27 - COLD HAMPERED USE</li> </ul> | <ul style="list-style-type: none"> <li>28 - INJURY HAMPERED USE</li> <li>29 - WATER HAMPERED USE</li> <li>30 - OTHER EQUIPMENT INTERFERED</li> <li>31 - DOWNGING/REMOVAL PROBLEM</li> <li>32 - DISCOMFORT/BULKINESS</li> <li>33 - POOR FIT</li> <li>34 - LEAKED</li> <li>35 - MATERIEL DEFICIENCY</li> <li>36 - DESIGN DEFICIENCY</li> <li>37 - HANGUP/ENTANGLEMENT (WITH A/C OR OTHER EQUIPMENT)</li> <li>38 - ENTANGLEMENT (PARACHUTE SUSPENSION LINES ONLY)-MAJOR</li> <li>39 - ENTANGLEMENT (PARACHUTE SUSPENSION LINES ONLY)-MINOR</li> <li>40 - DRAGGING (PARACHUTE ONLY)</li> <li>41 - NON-STANDARD CONFIGURATION</li> <li>42 - AIDED IN LOCATION/RESCUE</li> <li>43 - NOT EFFECTIVE IN LOCATION/RESCUE (USED IN AREA OF SAR VEHICLES)</li> <li>44 - PREVENTED/MINIMIZED INJURY</li> <li>45 - EQUIPMENT PROBLEM (LOSS, FAILURE, ETC.) A FACTOR IN PRODUCING INJURY</li> <li>46 - EQUIPMENT PRODUCED INJURY (HIT BY EJECTION SEAT, ETC.)</li> <li>47 - FAILURE/DELAY IN USING COMPROMISED SURVIVAL/RESCUE</li> <li>48 - ALL CREW EQUIPMENT (CODE ONLY ONCE)</li> <li>49 - MAINTENANCE/INSTALLATION ERROR</li> <li>50 - PROBLEM EXPERIENCED BY OTHERS IN ACTUATION/RELEASE OF EQUIPMENT</li> <li>51 - EQUIPMENT DAMAGE-SELF INDUCED</li> <li>52 - EQUIPMENT FAILURE-SELF INDUCED</li> <li>60 - OTHER (SPECIFY)</li> </ul> |
|--|--|



**MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, W/ EGRESS OR GROUND ACCIDENT**  
**ESCAPE - EGRESS COMPLETE FOR ALL INDIVIDUALS**  
 OPNAV FORM 3700-01 (Rev. 4-80) 574-0107-731-0001

REPORT SYMBOL 3700-7  
 See Section II of OPNAVINST 3750.6

PAGE 1 OF 3

<b>1. LOCATION IN AIRCRAFT</b>		<b>C. OTHER</b>	
<b>A.</b> <input checked="" type="checkbox"/> 1. COCKPIT OR PILOT'S COMPARTMENT <input type="checkbox"/> 2. NAVIGATOR'S/ENGINEER'S COMPARTMENT <input type="checkbox"/> 3. PASSENGERS' COMPARTMENT (SINGLE DECK) <input type="checkbox"/> 4. PASSENGERS' COMPARTMENT (UPPER DECK) <input type="checkbox"/> 5. PASSENGERS' COMPARTMENT (LOWER DECK) <input type="checkbox"/> 6. OTHER COMPARTMENT <input type="checkbox"/> 9. COMPARTMENT UNKNOWN	<input type="checkbox"/> A. STANDARD EMERGENCY GROUND EGRESS <input type="checkbox"/> 1. UNDERWATER EGRESS (NOT EJECTION) <input checked="" type="checkbox"/> 3. DID NOT ESCAPE <input type="checkbox"/> 4. EXIT UNASSISTED (OTHER THAN STANDARD EMERG. GROUND EGRESS) <input type="checkbox"/> 5. CARRIED ASSISTED OUT <input type="checkbox"/> 6. BLOWN THROWN OUT <input type="checkbox"/> 7. JUMPED FROM A/C (AIRBORNE) <input type="checkbox"/> 8. UNKNOWN IF ESCAPE ACCOMPLISHED <input type="checkbox"/> 9. ESCAPED, METHOD UNKNOWN		
<b>B. LONGITUDINAL LOCATION</b> <input checked="" type="checkbox"/> 1. FORWARD SECTION <input type="checkbox"/> 2. CENTER SECTION <input type="checkbox"/> 3. AFT SECTION <input type="checkbox"/> 4. SECTION UNKNOWN	<b>C. LATERAL LOCATION</b> <input type="checkbox"/> 2. CENTER <input type="checkbox"/> 4. LEFT SIDE <input checked="" type="checkbox"/> 5. RIGHT SIDE <input type="checkbox"/> 9. UNKNOWN	<b>3. INTENT FOR ESCAPE</b> <input type="checkbox"/> 1. INTENTIONAL <input type="checkbox"/> 2. UNINTENTIONAL, SELF INDUCED <input type="checkbox"/> 3. UNINTENTIONAL, MECHANICAL <input checked="" type="checkbox"/> 4. INTENT UNKNOWN	
<b>D. DIRECTION FACING</b> <input checked="" type="checkbox"/> 1. FORWARD <input type="checkbox"/> 2. AFT <input type="checkbox"/> 3. SIDEWARD <input type="checkbox"/> 9. UNKNOWN	<b>E. USE OF SEAT</b> <input type="checkbox"/> 0. NOT IN SEAT <input type="checkbox"/> 1. IN SEAT <input type="checkbox"/> 2. BUNK LITTER <input type="checkbox"/> 9. UNKNOWN	<b>6. EXIT USED</b> <input type="checkbox"/> 1. NORMAL EXIT <input type="checkbox"/> 2. EJECTED THROUGH CANOPY <input type="checkbox"/> 3. EMERGENCY EXIT <input type="checkbox"/> 8. OTHER <input checked="" type="checkbox"/> 9. UNKNOWN	
<b>2. METHOD OF ESCAPE (More than one may apply)</b> <b>A. EJECTION</b> <input type="checkbox"/> 1. ACCOMPLISHED (FREE OF AIRCRAFT) <input type="checkbox"/> 2. ATTEMPTED (NOT ACCOMPLISHED) <input type="checkbox"/> 3. SEAT EJECTED ON IMPACT (TERRAIN) <input type="checkbox"/> 4. UNADVERTENT EJECTION <input type="checkbox"/> 7. UNKNOWN IF ATTEMPT WAS MADE <input type="checkbox"/> 8. SUSPECTED EJECTION <input checked="" type="checkbox"/> 9. DEFINITELY NOT ATTEMPTED		<b>5. COCKPIT/CABIN CONDITION AFTER IMPACT</b> <input type="checkbox"/> 0. NO DAMAGE (OTHER THAN CANOPY LOSS, ETC.) <input type="checkbox"/> 1. MINOR DAMAGE (DEFINITELY HABITABLE) <input type="checkbox"/> 2. REASONABLY INTACT (PROBABLY HABITABLE) <input type="checkbox"/> 3. MAJOR DAMAGE (PROBABLY NOT HABITABLE) <input checked="" type="checkbox"/> 4. DESTROYED (DEFINITELY NOT HABITABLE) <input type="checkbox"/> 9. UNKNOWN	
<b>B. BAIL OUT</b> <input type="checkbox"/> 1. ACCOMPLISHED (FREE OF AIRCRAFT) <input type="checkbox"/> 2. ATTEMPTED (NOT ACCOMPLISHED) <input type="checkbox"/> 3. BAILED OUT AFTER EJECTION ATTEMPT FAILED <input type="checkbox"/> 7. UNKNOWN IF ATTEMPT WAS MADE <input type="checkbox"/> 8. SUSPECTED BAIL OUT <input checked="" type="checkbox"/> 9. DEFINITELY NOT ATTEMPTED		<b>6. ORDER OF ESCAPE (1st, 2nd, etc.)</b> <hr/> <hr/> <hr/>	
<b>7. REASONS FOR ESCAPE (More than one may apply)</b> <input type="checkbox"/> A. FIRE/EXPLOSION/SMOKE <input type="checkbox"/> B. LOSS OF CONTROL <input type="checkbox"/> C. ENGINE FAILURE <input type="checkbox"/> D. FUEL EXHAUSTION <input type="checkbox"/> E. STRUCTURAL FAILURE <input type="checkbox"/> F. MID-AIR COLLISION		<input type="checkbox"/> G. WATER IMPACT <input checked="" type="checkbox"/> H. GROUND/STRUCTURE IMPACT <input type="checkbox"/> J. LAUNCH FAILURE <input type="checkbox"/> K. ARRESTMENT FAILURE <input type="checkbox"/> Y. OTHER <input type="checkbox"/> Z. UNKNOWN	

NAME <b>RAY, Billy W.</b>	SERIAL NO. <b>(b) (6)</b>	A/C <b>E1-B</b>	CONTINUED ON REVERSE SIDE BUNO <b>147235</b>
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8. COMMUNICATIONS PRIOR TO ESCAPE	11. AIRCRAFT ATTITUDE AT TIME OF ESCAPE																																																																																																																																																																																																							
<input type="checkbox"/> 1. DISTRESS SIGNAL TRANSMITTED <input type="checkbox"/> 2. POSITION FIX TRANSMITTED <input type="checkbox"/> 3. EMERGENCY IFF (MANUAL) <input type="checkbox"/> 4. EMERGENCY IFF (AUTOMATIC) <input type="checkbox"/> 5. UNKNOWN <input checked="" type="checkbox"/> 6. NONE	<i>(Either in flight or after crash, ditching, etc.)</i> <div style="display: flex; justify-content: space-between;"> <div> <input type="checkbox"/> NOSE UP  <input type="checkbox"/> RIGHT BANK  <input type="checkbox"/> A. NOSE DOWN SPIN  <input type="checkbox"/> B. FLAT SPIN  <input type="checkbox"/> C. OSCILLATING SPIN  <input type="checkbox"/> D. ROLLING  <input type="checkbox"/> E. TUMBLING               </div> <div> <input type="checkbox"/> NOSE DOWN <u>0</u> DEGREES  <input type="checkbox"/> LEFT BANK <u>0</u> DEGREES  <input checked="" type="checkbox"/> F. DISINTEGRATION  <input type="checkbox"/> G. INVERTED  <input type="checkbox"/> H. BUSHING  <input type="checkbox"/> Z. UNKNOWN  <input type="checkbox"/> Y. OTHER (DESCRIBE) <u>Flow</u> </div> </div> <p style="text-align: center;"><b>straight and level into slope</b></p>																																																																																																																																																																																																							
9. NUMBER OF PREVIOUS EJECTIONS <u>0</u> EMERGENCY BAILOUTS <u>0</u> OTHER PARACHUTE JUMPS (TRAINING, SKYDIVING, ETC.) <u>Est 20</u>	12. EJECTION SEAT PARACHUTE TRAINING <i>(Not required for passengers who had no opportunity to escape)</i> <table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th>TYPE OF TRAINING</th> <th>TOTAL HOURS IN TRAINING</th> <th>DATE OF LAST TRAINING</th> <th>ROLE*</th> </tr> </thead> <tbody> <tr><td>LECTURES DEMONSTRATIONS</td><td></td><td></td><td></td></tr> <tr><td>TRAINING FILMS</td><td></td><td></td><td></td></tr> <tr><td>UNARMED EJECTION SEAT</td><td></td><td></td><td></td></tr> <tr><td>ARMED SEAT ON TOWER</td><td></td><td></td><td></td></tr> <tr><td>JUMP SCHOOL</td><td></td><td></td><td></td></tr> <tr><td>PARASAIL TRAINING</td><td></td><td></td><td></td></tr> <tr><td>OTHER (SPECIFY)</td><td></td><td></td><td></td></tr> </tbody> </table> <p>* Use codes below to indicate role training played in this mishap.</p> <div style="display: flex; justify-content: space-between;"> <div>           0. NO IMPORTANCE            1. TRAINING DEFINITE HELP            2. TRAINING POSSIBLE HELP         </div> <div>           3. LACK OF TRAINING FACTOR            4. LACK OF TRAINING POSSIBLE FACTOR            5. TRAINING ROLE UNKNOWN         </div> </div>	TYPE OF TRAINING	TOTAL HOURS IN TRAINING	DATE OF LAST TRAINING	ROLE*	LECTURES DEMONSTRATIONS				TRAINING FILMS				UNARMED EJECTION SEAT				ARMED SEAT ON TOWER				JUMP SCHOOL				PARASAIL TRAINING				OTHER (SPECIFY)																																																																																																																																																																										
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10. TERRAIN OF PARACHUTE LANDING OR CRASH SITE <i>(More than one may be applicable)</i> <div style="display: flex; justify-content: space-between;"> <div> <input type="checkbox"/> A. OPEN SEA  <input type="checkbox"/> B. LARGE LAKE  <input type="checkbox"/> C. RIVER  <input type="checkbox"/> D. DEEP WATER OTHER  <input type="checkbox"/> E. SHALLOW WATER  <input type="checkbox"/> F. DEEP SNOW  <input type="checkbox"/> G. THICK ICE  <input type="checkbox"/> H. MARSH SWAMP MUD  <input checked="" type="checkbox"/> I. HARD GROUND  <input type="checkbox"/> J. SOFT GROUND               </div> <div> <input type="checkbox"/> K. BUILDING  <input type="checkbox"/> L. FLIGHT DECK  <input type="checkbox"/> M. DENSE WOODS  <input type="checkbox"/> N. IN TREES  <input type="checkbox"/> O. THROUGH TREES  <input checked="" type="checkbox"/> P. WAVY/STEEP SLOPE  <input checked="" type="checkbox"/> Q. ROCKS  <input checked="" type="checkbox"/> R. IN NEAR FENCE LINE  <input type="checkbox"/> S. DESERT  <input type="checkbox"/> T. UNKNOWN  <input type="checkbox"/> U. OTHER               </div> </div>	13. EGRESS DIFFICULTIES <i>Place X in appropriate column</i> <table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th rowspan="2"></th> <th colspan="3">GROUND</th> <th colspan="3">WATER</th> <th colspan="3">AIR</th> </tr> <tr> <th>B</th> <th>D</th> <th>A</th> <th>B</th> <th>D</th> <th>A</th> <th>B</th> <th>D</th> <th>A</th> </tr> </thead> <tbody> <tr><td>1. BUFFETING</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>2. G FORCES</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>3. WINDBLAST</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>4. SEAT PINS NOT REMOVED</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>5. DIFFICULTY LOCATING CANOPY JETTISON MECHANISM</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>6. HAMPERED BY CLOTHING</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>7. HAMPERED BY EQUIPMENT (INCLUDE BODY ARMOR)</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>8. HAMPERED BY INJURIES</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>9. DIFFICULTY RELEASING CANOPY HATCH</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>10. FAILURE TO RELEASE CANOPY HATCH</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>11. DIFFICULTY LOCATING REACHING NORMAL EJECTION MECHANISM</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>12. DIFFICULTY LOCATING REACHING ALTERNATE EJECTION MECHANISM</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>13. FACE CURTAIN FAILED TO ACTIVATE SEAT</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>14. FACE CURTAIN PROBLEM (LOCATING, REACHING, ETC.)</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>15. SEAT PAN FIRING HANDLE FAILED TO ACTIVATE SEAT</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>16. SEAT PAN FIRING HANDLE PROBLEM (LOCATING, ETC.)</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>17. CANOPY JETTISON PROBLEM</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>18. CANOPY JETTISON FAILURE (AUTOMATIC MEANS)</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> </tbody> </table>		GROUND			WATER			AIR			B	D	A	B	D	A	B	D	A	1. BUFFETING										2. G FORCES										3. WINDBLAST										4. SEAT PINS NOT REMOVED										5. DIFFICULTY LOCATING CANOPY JETTISON MECHANISM										6. HAMPERED BY CLOTHING										7. HAMPERED BY EQUIPMENT (INCLUDE BODY ARMOR)										8. HAMPERED BY INJURIES										9. DIFFICULTY RELEASING CANOPY HATCH										10. FAILURE TO RELEASE CANOPY HATCH										11. DIFFICULTY LOCATING REACHING NORMAL EJECTION MECHANISM										12. DIFFICULTY LOCATING REACHING ALTERNATE EJECTION MECHANISM										13. FACE CURTAIN FAILED TO ACTIVATE SEAT										14. FACE CURTAIN PROBLEM (LOCATING, REACHING, ETC.)										15. SEAT PAN FIRING HANDLE FAILED TO ACTIVATE SEAT										16. SEAT PAN FIRING HANDLE PROBLEM (LOCATING, ETC.)										17. CANOPY JETTISON PROBLEM										18. CANOPY JETTISON FAILURE (AUTOMATIC MEANS)									
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## 19. GROSS DIFFICULTIES (Place X in appropriate column) (Continued)

B - Before; D - During; A - After

		GROUND			WATER			AIR		
		B	D	A	B	D	A	B	D	A
19. COULD NOT OPEN CANOPY/HATCH	19									
20. DIFFICULTY RELEASING RESTRAINTS	20									
21. DIFFICULTY REACHING HATCH/EXIT-OBSTRUCTIONS	21									
22. DIFFICULTY REACHING HATCH/EXIT-INJURIES	22									
23. DIFFICULTY REACHING HATCH/EXIT-A/C ATTITUDE	23									
24. DIFFICULTY REACHING HATCH/EXIT-EQUIPMENT HANGUP	24									
25. PINNED DOWN IN A/C (OTHER THAN EQUIPMENT HANGUP)	25									
26. CONFUSION/PANIC/DISORIENTATION	26									
27. DARKNESS-NO VISUAL REFERENCE	27	X	X							
28. FIRE/SMOKE/FUEL	28									
29. ANTHROPOMETRIC PROBLEM	29									
30. PERSONAL EQUIPMENT FACTOR (OTHER THAN HANGUP)	30									
31. UPPER EXTREMITIES HIT COCKPIT STRUCTURES	31		X							
32. LOWER EXTREMITIES HIT COCKPIT STRUCTURES	32		X							
33. MAN STRUCK CANOPY/CANOPY BOX	33									
34. STRUCK EXTERNAL SURFACE OF AIRCRAFT	34									
35. FLAILING - UPPER EXTREMITIES	35		X							
36. FLAILING - LOWER EXTREMITIES	36		X							
37. DROGUE SLUG SWINGING AT MAN	37									
38. DROGUE SLUG STRUCK MAN	38									
39. MAN STRUCK BY OTHER EQUIPMENT	39		X							
40. MAN STRUCK BY SEAT	40									
41. SEAT SEPARATION DIFFICULTY	41									
42. SEAT/PARACHUTE ENTANGLEMENT	42									
43. MAN TANGLED IN CHUTE RISERS-MAJOR	43									
44. MAN TANGLED IN CHUTE RISERS-MINOR	44									
45. PARACHUTE LINE OVER	45									
46. MAN HELD ON TO SEAT	46									
47. TUMBLING/SPINNING	47									
48. PARACHUTE DID NOT OPEN	48									
49. PARACHUTE STREAMED	49									
50. INADVERTENT OPENING OF LAP BELT	50									
51. FAILURE OF LAP BELT TO OPEN	51									
52. INFLUENCING WATER	52									
53. COLD	53									
54. UNCONSCIOUS/DAZED	54									
55. OTHER	55									

REMARKS OR CONTINUATION (Index each remark with code from above)

NAME

RAY, Billy W.

SERIAL NO.

(b) (6)

A/C

H1-B

BURD

147235



**MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, IN-FLIGHT OR GROUND ACCIDENT**  
**MEDICAL INFORMATION**  
 SPNAV FORM 3750/50 (REV. 6-68) 574-0167-731-621

**REPORT SYMBOL 3750-3**  
 See Section II of OPNAVINST 3750.6

**1. SOURCE OF INJURY**

- ☐ 1 - NONE ☒ 4 - FATAL ☐ 7 - MISSING, UNKNOWN  
☐ 2 - MINOR ☐ 5 - MISSING, LAND  
☐ 3 - MAJOR ☐ 6 - MISSING, WATER

2. DAYS HOSPITALIZED \_\_\_\_\_  
 3. DAYS IN QUARTERS \_\_\_\_\_  
 4. DAYS GROUNDED \_\_\_\_\_  
 5. UNCONSCIOUS \_\_\_\_\_ HOURS \_\_\_\_\_ MIN.

**2a. DISPOSITION**

**F**

**2b. EXPOSURE**

- ☐ 1 - MILD ☐ 2 - MODERATE ☐ 3 - SEVERE

**2c. SHOCK**

- ☐ 1 - MILD ☐ 2 - MODERATE ☐ 3 - SEVERE

**3. INJURIES INCURRED DURING MISHAP**

(Use Standard DOD Terminology for Body Part, Diagnosis and Cause of Injury.) (See DDIC, NAVMED P5082.)

LEAVE THESE COLUMNS BLANK

**A. BODY PART:**

**DIAGNOSIS:**

**Extreme Trauma to all body parts.**

**CAUSE:**

**(See autopsy report)**

**B. BODY PART:**

**DIAGNOSIS:**

**CAUSE:**

**C. BODY PART:**

**DIAGNOSIS:**

**CAUSE:**

**D. BODY PART:**

**DIAGNOSIS:**

**CAUSE:**

**E. BODY PART:**

**DIAGNOSIS:**

**CAUSE:**

P									
D									
C									
P									
D									
C									
P									
D									
C									
P									
D									
C									
P									
D									
C									

**4. LABORATORY TESTS**

**A. TISSUE TESTED**

**B. METHOD USED**

**C. LABORATORY DOING TEST**

**D. RESULT**

CARBON MONOXIDE

**Test**

ALCOHOL

**Results**

LACTIC ACID

**Pending**

OTHER (SPECIFY)

**5. X-RAY RESULTS**



CHECK IF PERFORMED. SUBMIT RESULTS ON SEPARATE SHEET.

**6. DISEASES/DEFECTS PRESENT AT TIME OF MISHAP**

**DIAGNOSIS**

**None**

**METHOD OF DISCOVERY**

ANNUAL  
PHYSICAL

SICK  
CALL

AUTOPSY

OTHER

**WATERS (AS APPLICABLE)**

AUTHORITY

DATE

**7. AUTOPSY CONDUCTED BY:**



M - MILITARY PATHOLOGIST



F - FLIGHT SURGEON



C - CIVILIAN PATHOLOGIST



Y - OTHER



PROTOCOL ATTACHED



WILL BE FORWARDED

**8. MATERIAL SUBMITTED TO AFIP**



1 - AUTOPSY REPORT



3 - PICTURES



2 - FROZEN TISSUE



4 - FIXED TISSUE

**9. LIST ADDITIONAL INJURIES RECEIVED AS A RESULT OF THE MISHAP, AND ADD ANY PERTINENT REMARKS**

NAME  
**MORAN, Francis E.**

SERIAL NO.  
**(b) (6)**

A/C  
**E1-B**

SINO  
**147235**



**MEDICAL OFFICER'S REPORT OF A C ACCIDENT, IN-FLIGHT OR GROUND ACCIDENT  
PSYCHOPHYSIOLOGICAL AND ENVIRONMENTAL FACTORS  
OPNAV FORM 3750/SC (REV. 4-88) S. N-0107-731-8301**

**REPORT SYMBOL 3750-7**  
See Section H of OPNAVINST 3750.6

PAGE 1 OF 2

**INSTRUCTIONS:** Complete on all occupants of aircraft, all injured persons, and all persons possibly contributing to the cause of the mishap. Supervisory factors attributed to persons not in the aircraft and such factors as design or weather should be reported only for the person in primary control of the aircraft. Factors contributing to injury during mid-air collisions, crash landings, ditchings, etc., are to be considered part of survival phase. Use codes at right to show only those factors present or contributing in each phase.

**PHASES OF MISHAP**  
A - Accident  
E - Escape  
S - Survival (includes parachute landings)  
R - Rescue

**FACTOR IMPORTANCE**  
D - Definitely contributed  
S - Suspected factor  
P - Condition present but did not contribute to accident or injury

(b) (5)

CONTINUED ON REVERSE SIDE

NAME <b>BRANN, Francis E.</b>	SERIAL NO. <b>(b) (6)</b>	A C <b>E1-B</b>	SUNO <b>147235</b>
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(b) (5)

REMARKS: (Indicate item and describe circumstances in detail as necessary.)

**MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INJURY OR GROUND ACCIDENT**  
**PERSONAL DATA**  
 OPNAV FORM 1750-70 (REV. 4-88) L/M 0107-731-6-01

**REPORT SYMBOL 1750-7**  
 See Section II of OPNAVINST 1750.6

**I. CONTRIBUTING EFFECT**

**1. ROLE OF THIS INDIVIDUAL IN THE CAUSE OF THE MISHAP:**

**A. PRIMARY** ☐ 1. DEFINITE ☐ 2. PROBABLE ☐ 3. POSSIBLE **B. CONTRIBUTING** ☐ 4. DEFINITE ☐ 5. PROBABLE ☐ 6. POSSIBLE ☐ 8. NONE ☒ 9. UNKNOWN

**II. BACKGROUND (Complete for all pilots and others who possibly contributed to mishap)**

**A. DATE LAST LEAVE ENDED** **B. DAYS DURATION LAST LEAVE**  
**C. TYPE OF LAST LEAVE**  
☐ 1. ORDINARY ☐ 2. EMERGENCY ☐ 3. REENLISTMENT ☐ 4. GRADUATION  
☐ 5. SICK OR CONVALESCENT ☐ 6. DELAY ENROUTE ☐ 9. UNKNOWN

**D. DATE OF LAST PREVIOUS FLIGHT**

**E. IN LAST 24 HOURS** **HOURS AND MINUTES FLOWN** **F. IN LAST 48 HOURS** **HOURS AND MINUTES FLOWN**  
**G. IN LAST 24 HOURS** **HOURS SLEPT** **H. IN LAST 48 HOURS** **HOURS SLEPT**  
**I. IN LAST 24 HOURS** **HOURS AND MINUTES DUTY** **J. IN LAST 48 HOURS** **HOURS AND MINUTES DUTY**  
**K. CONTINUOUS DUTY PRIOR TO MISHAP** **HOURS** **L. HOURS CONTINUOUSLY AWAKE PRIOR TO MISHAP**  
**M. DURATION OF LAST SLEEP PERIOD** **HOURS** **N. TIME IN COCKPIT PRIOR TO FLIGHT** **HOURS**

**III. PHYSIOLOGICAL, LOW PRESSURE CHAMBER AND VERTIGO TRAINING (For all personnel)**

TYPE TRAINING ACCOMPLISHED	PLACE TRAINING ACCOMPLISHED	COMPLETED		ROLE* IN MISHAP	*For role in mishap, use following code: 0 - NO IMPORTANCE 1 - TRAINING DEFINITELY HELPED 2 - TRAINING POSSIBLY HELPED 3 - LACK OF TRAINING DEFINITELY A FACTOR 4 - LACK OF TRAINING POSSIBLY A FACTOR 9 - UNKNOWN
		Month	Year		

**IV. ANTHROPOMETRIC DATA**

**a. DATE OF BIRTH:** DAY \_\_\_\_\_ MONTH \_\_\_\_\_ YEAR \_\_\_\_\_ **b. HEIGHT** \_\_\_\_\_ INCHES **c. WEIGHT** \_\_\_\_\_ POUNDS  
**d. SITTING HEIGHT** \_\_\_\_\_ INCHES **e. TRUNK HEIGHT** \_\_\_\_\_ INCHES **f. FUNCTIONAL REACH** \_\_\_\_\_ INCHES  
**g. BUTTOCK-REEE LENGTH** \_\_\_\_\_ INCHES **h. LEG LENGTH** \_\_\_\_\_ INCHES **i. SHOULDER BIRTH (BIDELTOLD)** \_\_\_\_\_ INCHES

**V. GENERAL**

**1. NUMBER AND TYPE OF PRIOR MISHAPS (Complete for all pilots, co-pilots, and/or other persons in control of aircraft)**

**a. No.** \_\_\_\_\_ **b. DESCRIBE TYPE(S):** \_\_\_\_\_

**2. TOTAL YEARS OF FORMAL EDUCATION:** \_\_\_\_\_

**3. CHRONOLOGICAL ACCOUNT OF ACTIVITIES OF PREVIOUS 72 HOURS (For all pilots, co-pilots, and/or persons possibly contributing to mishap)**

**NAME** **SERIAL NO.** **A/C** **BUONO**  
 MORAN, Francis E. (b) (6) E1-B 147235

NOMENCLATURE AND MODEL DESIGNATION	REQUIRED				USED	WELDED	PROBLEMS <i>(Indicate by code from list on reverse side.)</i>
	1	2	3	4			
1. CLOTHING (SUITS, HEADGEAR, SHOES, GLOVES, VISOR, UNDERWEAR, ETC.)							
NOMEX FLIGHT SUIT	Y	Y	AS	AS			
FLIGHT BOOTS (STEEL TOE)	Y	Y	AS	AS			
APH 6A HELMET (DUAL VISOR)	Y	Y	AS	AS			
LEATHER GLOVES	Y	Y	AS	AS			
2. OXYGEN MASK A13A ISSUED	N	N					
3. OXYGEN REGULATOR MD-1 IN AIRCRAFT	Y	Y					
4. LIFE VEST MK-2	Y	Y					
5. LIFE RAFT PK-2 MK-4	Y	Y					
6. SURVIVAL RADIO(S) NONE ISSUED	N	N					01
7. SIGNALING DEVICES LARGE SIGNAL MIRROR	Y	Y					
SIGNAL KIT MK 79 MOD 0	Y	Y					
STROBE LIGHT	Y	Y					
MK 15 MOD 0 FLARE (4)	Y	Y					
SEA DYE MARKER (4)	Y	Y					
PYRO KIT (VERY PISTOL - 12 CARTR.)	Y	Y					
1 CELL FLASHLIGHT, WHISTLE							
8. SURVIVAL KIT (CONTAINER) SEEK 2 SV-1 VEST	Y	Y					
9. OTHER SURVIVAL GEAR SUNBURN OINTMENT	Y	Y					
SHARK CHASER 2	Y	Y					
50 FT SHROUD LINE	Y	Y					
FOOD PACKET, SPONGE	Y	Y					
DESALTER KIT MK-2TYPE 2	Y	Y					
5 QT WATER STORAGE BAG	Y	Y					
SURVIVAL KNIFE	Y	Y					
10. RESTRAINTS (LAP BELTS, SHOULDER HARNESS, LEG RESTRAINTS)							
LAB BELT PW M822033-1	Y	Y	AS	AS			
SHOULDER HARNESS PWS16068-1	Y	Y	AS	AS			
11. PARACHUTE TYPE MC3-R	Y	Y					
12. PARACHUTE CANOPY RELEASE							
13. PARACHUTE OPENING DEPLOYMENT DEVICES D-RING	Y	Y					
14. SEAT TYPE SEAT PAN 117 F10419-1	Y	Y					
15. OTHER (SPECIFY)							
16. EXPLAIN PROBLEMS (USE REVERSE SIDE IF NECESSARY)							

There were no real problems - none of the equipment was used except clothing and seat harness.

CONTINUED ON REVERSE SIDE

NAME HOBAN, Francis E.	SERIAL NO. (b) (6)	A C E1-B	BUND 147235
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- 01 - NOT AVAILABLE-SUPPLY PROBLEM
- 02 - NOT AVAILABLE-LEFT BEHIND
- 03 - DISCARDED
- 04 - LOST
- 05 - DAMAGED-MINOR
- 06 - DAMAGED-MAJOR
- 07 - BURNED-MINOR
- 08 - BURNED-MAJOR
- 09 - DESTROYED BY EXTREME FORCE/FIRE
- 10 - FAILED TO OPERATE (RADIO, ACTUATOR, ETC.)
- 11 - OPERATED PARTIALLY
- 12 - DIFFICULTY LOCATING
- 13 - BEYOND REACH
- 14 - CONNECTION/CLOSURE DIFFICULTY
- 15 - CONNECTION/CLOSURE FAILURE
- 16 - RELEASE/DISCONNECT DIFFICULTY
- 17 - RELEASE/DISCONNECT FAILURE
- 18 - INADVERTENT RELEASE/DISCONNECT
- 19 - INADVERTENT ACTUATION
- 20 - ACTUATION DIFFICULTY
- 21 - ACTUATION FAILURE
- 22 - ACTUATED BY OTHER PERSON
- 23 - RESTRAINT/ATTACHMENT INADEQUACY
- 24 - RESTRAINTS/ATTACHMENTS NOT USED PROPERLY FOR MAXIMUM PROTECTION
- 25 - IMPROPER USE (OTHER)
- 26 - UNFAMILIAR WITH USE
- 27 - COLD HAMPERED USE
- 28 - INJURY HAMPERED USE
- 29 - WATER HAMPERED USE
- 30 - OTHER EQUIPMENT INTERFERED
- 31 - DONNING/REMOVAL PROBLEM
- 32 - DISCOMFORT/BULKINESS
- 33 - POOR FIT
- 34 - LEAKED
- 35 - MATERIEL DEFICIENCY
- 36 - DESIGN DEFICIENCY
- 37 - HANGUP/ENTANGLEMENT (WITH A C OR OTHER EQUIPMENT)
- 38 - ENTANGLEMENT (PARACHUTE SUSPENSION LINES ONLY)-MAJOR
- 39 - ENTANGLEMENT (PARACHUTE SUSPENSION LINES ONLY)-MINOR
- 40 - DRAGGING (PARACHUTE ONLY)
- 41 - NON STANDARD CONFIGURATION
- 42 - AIDED IN LOCATION/RESCUE
- 43 - NOT EFFECTIVE IN LOCATION/RESCUE (USED IN AREA OF SAR VEHICLES)
- 44 - PREVENTED/MINIMIZED INJURY
- 45 - EQUIPMENT PROBLEM (LOSS, FAILURE, ETC.) A FACTOR IN PRODUCING INJURY
- 46 - EQUIPMENT PRODUCED INJURY (HIT BY EJECTION SEAT, ETC.)
- 47 - FAILURE/DELAY IN USING COMPROMISED SURVIVAL/RESCUE
- 48 - ALL CREW EQUIPMENT (CODE ONLY ONCE)
- 49 - MAINTENANCE/INSTALLATION ERROR
- 50 - PROBLEM EXPERIENCED BY OTHERS IN ACTUATION/RELEASE OF EQUIPMENT
- 51 - EQUIPMENT DAMAGE-SELF INDUCED
- 52 - EQUIPMENT FAILURE-SELF INDUCED
- 60 - OTHER (SPECIFY)

**MEDICAL OFFICER'S REPORT OF A C ACCIDENT, EJECT OR GROUND ACCIDENT**  
**ESCAPE - EGRESS COMPLETE FOR ALL INDIVIDUALS**  
 OPNAV FORM 3720 OF (Rev. 4-88) 5-N-0107-731-8601

REPORT SYMBOL 3720-7  
 See Section H of OPNAVINST 3750.6

PAGE 1 OF 3

<b>1. LOCATION IN AIRCRAFT</b>		<b>C. OTHER</b>	
<b>A.</b> <input type="checkbox"/> 1. COCKPIT OR PILOT'S COMPARTMENT <input checked="" type="checkbox"/> 2. NAVIGATOR'S/ENGINEER'S COMPARTMENT <input type="checkbox"/> 3. PASSENGERS' COMPARTMENT (SINGLE DECK) <input type="checkbox"/> 4. PASSENGERS' COMPARTMENT (UPPER DECK) <input type="checkbox"/> 5. PASSENGERS' COMPARTMENT (LOWER DECK) <input type="checkbox"/> 6. OTHER COMPARTMENT <input type="checkbox"/> 9. COMPARTMENT UNKNOWN		<input type="checkbox"/> A. STANDARD EMERGENCY GROUND EGRESS <input type="checkbox"/> 1. UNDERWATER EGRESS (NOT EJECTION) <input checked="" type="checkbox"/> 2. DID NOT ESCAPE <input type="checkbox"/> 4. EXIT UNASSISTED (OTHER THAN STANDARD EMERG. GROUND EGRESS) <input type="checkbox"/> 5. CARRIED ASSISTED OUT <input type="checkbox"/> 6. BLOWN THROWN OUT <input type="checkbox"/> 7. JUMPED FROM A/C (AIRBORNE) <input type="checkbox"/> 8. UNKNOWN IF ESCAPE ACCOMPLISHED <input type="checkbox"/> 9. ESCAPED, METHOD UNKNOWN	
<b>B. LONGITUDINAL LOCATION</b> <input type="checkbox"/> 1. FORWARD SECTION <input checked="" type="checkbox"/> 2. CENTER SECTION <input type="checkbox"/> 3. AFT SECTION <input type="checkbox"/> 4. SECTION UNKNOWN		<b>C. LATERAL LOCATION</b> <input type="checkbox"/> 2. CENTER <input checked="" type="checkbox"/> 4. LEFT SIDE <input type="checkbox"/> 5. RIGHT SIDE <input type="checkbox"/> 9. UNKNOWN	
<b>D. DIRECTION FACING</b> <input checked="" type="checkbox"/> 1. FORWARD <input type="checkbox"/> 2. AFT <input type="checkbox"/> 3. SIDWARD <input type="checkbox"/> 9. UNKNOWN		<b>E. USE OF SEAT</b> <input type="checkbox"/> 8. NOT IN SEAT <input checked="" type="checkbox"/> 1. IN SEAT ? <input type="checkbox"/> 2. BUNK LITTER <input type="checkbox"/> 9. UNKNOWN	
<b>2. METHOD OF ESCAPE (Note: more than one may apply)</b>			
<b>A. EJECTION</b> <input type="checkbox"/> 1. ACCOMPLISHED (FREE OF AIRCRAFT) <input type="checkbox"/> 2. ATTEMPTED (NOT ACCOMPLISHED) <input type="checkbox"/> 3. SEAT EJECTED ON IMPACT (TERMINAL) <input type="checkbox"/> 4. INADVERTENT EJECTION <input type="checkbox"/> 7. UNKNOWN IF ATTEMPT WAS MADE <input type="checkbox"/> 8. SUSPECTED EJECTION <input checked="" type="checkbox"/> 9. DEFINITELY NOT ATTEMPTED			
<b>B. BAILOUT</b> <input type="checkbox"/> 1. ACCOMPLISHED (FREE OF AIRCRAFT) <input type="checkbox"/> 2. ATTEMPTED (NOT ACCOMPLISHED) <input type="checkbox"/> 3. BAILOUT AFTER EJECTION ATTEMPT FAILED <input type="checkbox"/> 7. UNKNOWN IF ATTEMPT WAS MADE <input type="checkbox"/> 8. SUSPECTED BAILOUT <input checked="" type="checkbox"/> 9. DEFINITELY NOT ATTEMPTED			
<b>3. INTENT FOR ESCAPE</b>			
<input type="checkbox"/> 1. INTENTIONAL <input type="checkbox"/> 2. UNINTENTIONAL SELF INDUCED <input type="checkbox"/> 3. UNINTENTIONAL, MECHANICAL <input checked="" type="checkbox"/> 4. INTENT UNKNOWN			
<b>4. EXIT USED</b>			
<input type="checkbox"/> 1. NORMAL EXIT <input type="checkbox"/> 2. EJECTED THROUGH CANOPY <input type="checkbox"/> 3. EMERGENCY EXIT <input type="checkbox"/> 8. OTHER <input checked="" type="checkbox"/> 9. UNKNOWN			
<b>5. COCKPIT/CABIN CONDITION AFTER IMPACT</b>			
<input type="checkbox"/> 8. NO DAMAGE (OTHER THAN CANOPY LOSS, ETC.) <input type="checkbox"/> 1. MINOR DAMAGE (DEFINITELY HABITABLE) <input type="checkbox"/> 2. REASONABLY INTACT (PROBABLY HABITABLE) <input type="checkbox"/> 3. MAJOR DAMAGE (PROBABLY NOT HABITABLE) <input checked="" type="checkbox"/> 4. DESTROYED (DEFINITELY NOT HABITABLE) <input type="checkbox"/> 9. UNKNOWN			
<b>6. ORDER OF ESCAPE (1st, 2nd, etc.)</b>			
<b>7. REASONS FOR ESCAPE (Note: more than one may apply)</b>			
<input type="checkbox"/> A. FIRE EXPLOSION/SMOKE <input type="checkbox"/> B. LOSS OF CONTROL <input type="checkbox"/> C. ENGINE FAILURE <input type="checkbox"/> D. FUEL EXHAUSTION <input type="checkbox"/> E. STRUCTURAL FAILURE <input type="checkbox"/> F. MID-AIR COLLISION <input type="checkbox"/> G. WATER IMPACT <input checked="" type="checkbox"/> H. GROUND/STRUCTURE IMPACT <input type="checkbox"/> J. LAUNCH FAILURE <input type="checkbox"/> K. ARRESTMENT FAILURE <input type="checkbox"/> Y. OTHER <input type="checkbox"/> Z. UNKNOWN			

CONTINUED ON REVERSE SIDE

NAME <b>HORAHAN, Francis E.</b>	SERIAL NO. <b>(b) (6)</b>	A/C <b>E1-B</b>	BUNO <b>147235</b>
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## 8. COMMUNICATIONS PRIOR TO ESCAPE

- ☐ 1. DISTRESS SIGNAL TRANSMITTED
- ☐ 2. POSITION FIX TRANSMITTED
- ☐ 3. EMERGENCY IFF (MANUAL)
- ☐ 4. EMERGENCY IFF (AUTOMATIC)
- ☐ 5. UNKNOWN
- ☒ 6. NONE

## 9. NUMBER OF PREVIOUS

EJECTIONS 0 EMERGENCY BAIL OUTS 0

OTHER PARACHUTE JUMPS (TRAINING, SPY DIVING, ETC.) 0

## 10. TERRAIN OF PARACHUTE LANDING OR CRASH SITE

(More than one may be applicable to)

- ☐ A. OPEN SEA ☐ F. BUILDING
- ☐ B. LARGE LAKE ☐ G. FLIGHT DECK
- ☐ C. RIVER ☐ H. DENSE WOODS
- ☐ D. DEEP WATER, OTHER ☐ I. IN TREES
- ☐ E. SHALLOW WATER ☐ J. THROUGH TREES
- ☐ F. DEEP SNOW ☒ K. MAXIME STEEP SLOPE
- ☐ G. THICK ICE ☒ L. ROCKS
- ☐ H. MARSH/SWAMP/MUD ☒ M. IN NEAR FIREBALL
- ☒ U. HARD GROUND ☐ N. DESERT
- ☐ J. SOFT GROUND ☐ Y. UNKNOWN
- ☐ Z. OTHER

## 11. AIRCRAFT ATTITUDE AT TIME OF ESCAPE

(Either in flight or after crash, ditching, etc.)

- ☐ NOSE UP ☐ NOSE DOWN 0 DEGREES
- ☐ RIGHT BANK ☐ LEFT BANK 0 DEGREES
- ☐ A. NOSE DOWN SPIN ☒ F. DISINTEGRATION
- ☐ B. FLAT SPIN ☐ G. INVERTED
- ☐ C. OSCILLATING SPIN ☐ H. MUSHING
- ☐ D. ROLLING ☐ Z. UNKNOWN
- ☐ E. TUMBLING ☐ Y. OTHER (DESCRIBE) Flew

straight and level into slope

## 12. EJECTION SEAT/PARACHUTE TRAINING

(Not required for passengers who had no opportunity to escape)

TYPE OF TRAINING	TOTAL HOURS IN TRAINING	DATE OF LAST TRAINING	ROLE*
LECTURES/DEMONSTRATIONS			<u>0</u>
TRAINING FILMS			<u>0</u>
UNARMED EJECTION SEAT			<u>0</u>
ARMED SEAT ON TOWER			<u>0</u>
JUMP SCHOOL			<u>0</u>
PARASAIL TRAINING			<u>0</u>
OTHER (SPECIFY)			<u>0</u>

\*Use codes below to indicate role training played in this mishap.

0. NO IMPORTANCE 3. LACK OF TRAINING FACTOR
1. TRAINING DEFINITE HELP 4. LACK OF TRAINING POSSIBLE FACTOR
2. TRAINING POSSIBLE HELP 9. TRAINING ROLE UNKNOWN

## 13. EGRESS DIFFICULTIES (Plan 1 to appropriate column)

B - Before, D - During, A - After

1. BUFFETING
2. G FORCES
3. WINDBLAST
4. SEAT PINS NOT REMOVED
5. DIFFICULTY LOCATING CANOPY JETTISON MECHANISM
6. HAMPERED BY CLOTHING
7. HAMPERED BY EQUIPMENT (INCLUDE BODY ARMOR)
8. HAMPERED BY INJURIES
9. DIFFICULTY RELEASING CANOPY HATCH
10. FAILURE TO RELEASE CANOPY HATCH
11. DIFFICULTY LOCATING REACHING NORMAL EJECTION MECHANISM
12. DIFFICULTY LOCATING REACHING ALTERNATE EJECTION MECHANISM
13. FACE CURTAIN FAILED TO ACTIVATE SEAT
14. FACE CURTAIN PROBLEM (LOCATING, REACHING, ETC.)
15. SEAT PAN FIRING HANDLE FAILED TO ACTIVATE SEAT
16. SEAT PAN FIRING HANDLE PROBLEM (LOCATING, ETC.)
17. CANOPY JETTISON PROBLEM
18. CANOPY JETTISON FAILURE (AUTOMATIC MEANS)

	GROUND			WATER			AIR		
	B	D	A	B	D	A	B	D	A
01		X							
02		X							
03									
04									
05									
06									
07									
08									
09									
10									
11									
12									
13									
14									
15									
16									
17									
18									

CONTINUED ON NEXT PAGE

## 13. GROSS DIFFICULTIES (Place X in appropriate column) (Continued)

B - Before; D - During; A - After

		CANNON			PATER			AIR			
		B	D	A	B	D	A	B	D	A	
19. COULD NOT OPEN CANOPY/HATCH	19										
20. DIFFICULTY RELEASING RESTRAINTS	20										
21. DIFFICULTY REACHING HATCH/EXIT-OBSTRUCTIONS	21										
22. DIFFICULTY REACHING HATCH/EXIT-INJURIES	22										
23. DIFFICULTY REACHING HATCH/EXIT-A/C ATTITUDE	23										
24. DIFFICULTY REACHING HATCH/EXIT-EQUIPMENT HANGUP	24										
25. PINNED DOWN IN A/C (OTHER THAN EQUIPMENT HANGUP)	25										
26. CONFUSION/PANIC/DISORIENTATION	26										
27. DARKNESS-NO VISUAL REFERENCE	27	X		X							
28. FIRE/SMOKE/FUEL	28										
29. ANTHROPOMETRIC PROBLEM	29										
30. PERSONAL EQUIPMENT FACTOR (OTHER THAN HANGUP)	30										
31. UPPER EXTREMITIES HIT COCKPIT STRUCTURES	31			X							
32. LOWER EXTREMITIES HIT COCKPIT STRUCTURES	32			X							
33. MAN STRUCK CANOPY/CANOPY BOW	33										
34. STRUCK EXTERNAL SURFACE OF AIRCRAFT	34										
35. FLAILING - UPPER EXTREMITIES	35			X							
36. FLAILING - LOWER EXTREMITIES	36			X							
37. DROGUE SLUG SPRINGING AT MAN	37										
38. DROGUE SLUG STRUCK MAN	38										
39. MAN STRUCK BY OTHER EQUIPMENT	39			X							
40. MAN STRUCK BY SEAT	40										
41. SEAT SEPARATION DIFFICULTY	41										
42. SEAT/PARACHUTE ENTANGLEMENT	42										
43. MAN TANGLED IN CHUTE RISERS-MAJOR	43										
44. MAN TANGLED IN CHUTE RISERS-MINOR	44										
45. PARACHUTE LINE OVER	45										
46. MAN HELD ON TO SEAT	46										
47. TUMBLING/SPINNING	47										
48. PARACHUTE DID NOT OPEN	48										
49. PARACHUTE STREAMED	49										
50. INADVERTENT OPENING OF LAP BELT	50										
51. FAILURE OF LAP BELT TO OPEN	51										
52. WHIRLING WATER	52										
53. COLD	53										
54. UNCONSCIOUS/DAZED	54										
55. OTHER	55										

REMARKS OR CONTINUATION (Index each remark with code from above)

NAME

WOBANAM, Francis E.

SERIAL NO.

(b) (6)

A/C

E1-B

SUNG

147235



**MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT**  
**MEDICAL INFORMATION**  
 OPNAV FORM 3750/66 (REV. 4-68) S/N-0107-731-8301

**REPORT SYMBOL 3750-7**  
 See Section H of OPNAVINST 3750.6

<b>1. DEGREE OF INJURY</b> <input type="checkbox"/> 1 - NONE <input checked="" type="checkbox"/> 4 - FATAL <input type="checkbox"/> 7 - MISSING, UNKNOWN <input type="checkbox"/> 2 - MINOR <input type="checkbox"/> 5 - MISSING, LAND <input type="checkbox"/> 3 - MAJOR <input type="checkbox"/> 6 - MISSING, WATER		<b>2. DAYS HOSPITALIZED</b> _____ <b>3. DAYS IN QUARTERS</b> _____ <b>4. DAYS GROUNDED</b> _____ <b>5. UNCONSCIOUS</b> _____ HOURS _____ MIN.
--	--	--

<b>5a. DISPOSITION</b> <b>F</b>	<b>5b. EXPOSURE</b> <input type="checkbox"/> 1 - MILD <input type="checkbox"/> 2 - MODERATE <input type="checkbox"/> 3 - SEVERE	<b>5c. SHOCK</b> <input type="checkbox"/> 1 - MILD <input type="checkbox"/> 2 - MODERATE <input type="checkbox"/> 3 - SEVERE
------------------------------------	--	---

INJURIES INCURRED DURING MISHAP (Use Standard I/DD Terminology for Body Part, Diagnosis and Cause of Injury.) (See DDHC, NAVMED P-5082.)		LEAVE THESE COLUMNS BLANK			
<b>A. BODY PART:</b>	<b>DIAGNOSIS:</b>	<b>P</b>			
<b>CAUSE:</b>	<b>Extremes trauma to all body parts.</b>	<b>D</b>			
	<b>(See autopsy report)</b>	<b>C</b>			
<b>B. BODY PART:</b>	<b>DIAGNOSIS:</b>	<b>P</b>			
<b>CAUSE:</b>		<b>D</b>			
		<b>C</b>			
<b>C. BODY PART:</b>	<b>DIAGNOSIS:</b>	<b>P</b>			
<b>CAUSE:</b>		<b>D</b>			
		<b>C</b>			
<b>D. BODY PART:</b>	<b>DIAGNOSIS:</b>	<b>P</b>			
<b>CAUSE:</b>		<b>D</b>			
		<b>C</b>			
<b>E. BODY PART:</b>	<b>DIAGNOSIS:</b>	<b>P</b>			
<b>CAUSE:</b>		<b>D</b>			
		<b>C</b>			

7. LABORATORY TESTS	8. TISSUE TESTED	9. METHOD USED	10. LABORATORY DOING TEST	11. RESULT
CARBON MONOXIDE	<b>Test Results Pending</b>			
ALCOHOL				
LACTIC ACID				
OTHER (SPECIFY)				

<b>12. X-RAY RESULTS:</b> <input checked="" type="checkbox"/> CHECK IF PERFORMED. SUBMIT RESULTS ON SEPARATE SHEET	
<b>13. DISEASES/DEFECTS PRESENT AT TIME OF MISHAP</b> <b>DIAGNOSIS:</b> <b>NONE</b>	<b>14. METHOD OF DISCOVERY</b> ANNUAL PHYSICAL    SELF    AUTOPSY    OTHER <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
<b>15. WAIVERS (AS APPLICABLE)</b> AUTHORITY    DATE _____    _____	

<b>16. AUTOPSY CONDUCTED BY</b> <input checked="" type="checkbox"/> M - MILITARY PATHOLOGIST <input checked="" type="checkbox"/> F - FLIGHT SURGEON <input type="checkbox"/> C - CIVILIAN PATHOLOGIST <input type="checkbox"/> Y - OTHER <input type="checkbox"/> PROTOCOL ATTACHED <input type="checkbox"/> WILL BE FORWARDED	<b>17. MATERIAL SUBMITTED TO AFIP</b> <input checked="" type="checkbox"/> 1 - AUTOPSY REPORT <input checked="" type="checkbox"/> 3 - PICTURES <input type="checkbox"/> 2 - FROZEN TISSUE <input checked="" type="checkbox"/> 4 - FIXED TISSUE
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18. LIST ADDITIONAL INJURIES RECEIVED AS A RESULT OF THE MISHAP AND ANY PERTINENT REMARKS

NAME <b>GARRISON, Larry W.</b>	SERIAL NO. <b>(b) (6)</b>	A/C <b>E1-B</b>	BUNO <b>147235</b>
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**MEDICAL OFFICER'S REPORT OF A. C. ACCIDENT, IN-FLIGHT OR GROUND ACCIDENT  
PSYCHOPHYSIOLOGICAL AND ENVIRONMENTAL FACTORS  
OPNAV FORM 3750/SC (REV. 6-68) S. N. 0107-731-8301**

**REPORT SYMBOL 3750-7**  
See Section H of OPNAVINST 3750.6

PAGE 1 OF 2

**INSTRUCTIONS:** Complete on all occupants of aircraft, all injured persons, and all persons possibly contributing to the cause of the mishap. Supervisory factors attributed to persons not in the aircraft and such factors as design or weather should be reported only for the person in primary control of the aircraft. Factors contributing to injury during mid-air collisions, crash landings, ditchings, etc., are to be considered part of survival phase. Use codes at right to show only those factors present or contributing in each phase.

**PHASES OF MISHAP**

A - Accident  
E - Escape  
S - Survival (includes parachute landings)  
R - Rescue

**FACTOR IMPORTANCE**

D - Definitely contributed  
S - Suspected factor  
P - Condition present but did not contribute to accident or injury

(b) (5)

CONTINUED ON REVERSE SIDE

NAME

GARRISON, Larry W.

SERIAL NO.

(b) (6)

A. C.

E1-B

BUONO

147235

(b) (5)

REMARKS: (Indicate item and describe circumstances in detail as necessary.)

**MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, EJECT OR GROUND ACCIDENT  
PERSONAL DATA**  
OPNAV FORM 3750/50 (REV. 4-88) S/N 0107-731-0401

**REPORT SYMBOL 3750-7**  
See Section II of OPNAVINST 3750.6

**I. CONTRIBUTING EFFECT**

**1. ROLE OF THIS INDIVIDUAL IN THE CAUSE OF THE MISHAP:**

**A. PRIMARY**

☐ 1. DEFINITE ☐ 2. PROBABLE ☐ 3. POSSIBLE

**B. CONTRIBUTING**

☐ 4. DEFINITE ☐ 5. PROBABLE ☐ 6. POSSIBLE

☐ 8. NONE

☒ 9. UNKNOWN

**II. BACKGROUND (Complete for all pilots and others who possibly contributed to mishap)**

**A. DATE LAST LEAVE ENDED**

**B. DAYS DURATION LAST LEAVE**

**C. TYPE OF LEAVE LAST TAKEN**

☐ 1. ORDINARY

☐ 2. EMERGENCY

☐ 3. REENLISTMENT

☐ 4. GRADUATION

☐ 5. SICK OR CONVALESCENT

☐ 6. DELAY ENROUTE

☐ 9. UNKNOWN

**D. DATE OF LAST PREVIOUS FLIGHT**

**HOURS AND MINUTES FLOWN**

**E. IN LAST 24 HOURS** MIN. \_\_\_\_\_

**F. IN LAST 48 HOURS** MIN. \_\_\_\_\_

**MISSIONS FLOWN**

**G. IN LAST 24 HOURS** \_\_\_\_\_

**H. IN LAST 48 HOURS** \_\_\_\_\_

**HOURS AND MINUTES WORKED**

**I. IN LAST 24 HOURS** MIN. \_\_\_\_\_

**J. IN LAST 48 HOURS** MIN. \_\_\_\_\_

**HOURS SLEPT**

**K. IN LAST 24 HOURS** \_\_\_\_\_

**L. IN LAST 48 HOURS** \_\_\_\_\_

**M. CONTINUOUS DUTY PRIOR TO MISHAP** HOURS \_\_\_\_\_ MIN. \_\_\_\_\_

**N. HOURS CONTINUOUSLY AWAKE PRIOR TO MISHAP** \_\_\_\_\_

**O. DURATION OF LAST SLEEP PERIOD** HOURS \_\_\_\_\_ MIN. \_\_\_\_\_

**P. TIME IN COCKPIT PRIOR TO FLIGHT** \_\_\_\_\_

HOURS \_\_\_\_\_ MIN. \_\_\_\_\_

**III. PHYSIOLOGICAL, LOW PRESSURE CHAMBER AND VERTIGO TRAINING (For all personnel)**

TYPE TRAINING ACCOMPLISHED	PLACE TRAINING ACCOMPLISHED	COMPLETED		ROLE* IN MISHAP	*For role in mishap, use following code: 0 - NO IMPORTANCE 1 - TRAINING DEFINITELY HELPED 2 - TRAINING POSSIBLY HELPED 3 - LACK OF TRAINING DEFINITELY A FACTOR 4 - LACK OF TRAINING POSSIBLY A FACTOR 9 - UNKNOWN
		Month	Year		

**IV. ANTHROPOMETRIC DATA**

**a. DATE OF BIRTH:** DAY \_\_\_\_\_

MONTH \_\_\_\_\_

YEAR \_\_\_\_\_

**b. HEIGHT** \_\_\_\_\_

INCHES

**c. WEIGHT** \_\_\_\_\_

POUNDS

**d. SITTING HEIGHT** \_\_\_\_\_

INCHES

**e. TRUNK HEIGHT** \_\_\_\_\_

INCHES

**f. FUNCTIONAL REACH** \_\_\_\_\_

INCHES

**g. BUTTOCK-KNEE LENGTH** \_\_\_\_\_

INCHES

**h. LEG LENGTH** \_\_\_\_\_

INCHES

**i. SHOULDER WIDTH (BIDELTOID)** \_\_\_\_\_

INCHES

**V. GENERAL**

**1. NUMBER AND TYPE OF PRIOR MISHAPS (Complete for all pilots, copilots, and crew members in control of aircraft)**

**a. No.** \_\_\_\_\_

**b. DESCRIBE TYPE(S):** \_\_\_\_\_

**2. TOTAL YEARS OF FORMAL EDUCATION:** \_\_\_\_\_

**3. CHRONOLOGICAL ACCOUNT OF ACTIVITIES OF PREVIOUS 72 HOURS (For all pilots, copilots, and crew members in control of aircraft)**

NAME

**GARRISON, Larry W.**

SERIAL NO.

**(b) (6)**

A/C

**E1-B**

SUNO

**147235**



NOMENCLATURE AND MODEL DESIGNATION	REQUIRED				AVAILABLE				USED				NEEDED				PROBLEMS <i>Indicate by code from list on reverse side.</i>
	Y	N	AS	AS	Y	N	AS	AS	Y	N	AS	AS	Y	N	AS	AS	
1. CLOTHING (SUITS, HEADGEAR, SHOES, GLOVES, VISOR, UNDERWEAR, ETC.)																	
<b>NOMEX FLIGHT SUIT</b>	Y		Y		AS		AS										
<b>FLIGHT BOOTS (STEEL TOE)</b>	Y		Y		AS		AS										
<b>APH 6A HELMET (DUAL VISOR)</b>	Y		Y		AS		AS										
<b>LEATHER GLOVES</b>	Y		Y		AS		AS										
2. OXYGEN MASK <b>A13A ISSUED</b>	N		N														
3. OXYGEN REGULATOR <b>MD-1 IN AIRCRAFT</b>	Y		Y														
4. LIFE VEST <b>MK-2</b>	Y		Y														
5. LIFE RAFT <b>PK-2 MK-4</b>	Y		Y														
6. SURVIVAL RADIO(S) <b>NONE ISSUED</b>	N		N													01	
7. SIGNALLING DEVICES <b>LARGE SIGNAL MIRROR</b>	Y		Y														
<b>SIGNAL KIT MK 79 MOD 0</b>	Y		Y														
<b>STROBE LIGHT</b>	Y		Y														
<b>MK 15 MOD 0 FLARE (4)</b>	Y		Y														
<b>SEA DYE MARKER (4)</b>	Y		Y														
<b>PYRO KIT (VERY PISTOL - 12 CARTR.)</b>	Y		Y														
<b>1 CELL FLASHLIGHT, WHISTLE</b>	Y		Y														
8. SURVIVAL KIT (CONTAINER) <b>SEAK 2 SV-1 VEST</b>	Y		Y														
<b>SUNBURN PREVENT</b>	Y		Y														
<b>SHARK CHASER 2</b>	Y		Y														
<b>50 FT SHROUD LINE</b>	Y		Y														
<b>FOOD PACKET, SPONGE</b>	Y		Y														
<b>DESALTER KIT MK -2 TYPE 2</b>	Y		Y														
<b>5 QT WATER STORAGE BAG</b>	Y		Y														
<b>SURVIVAL KNIFE</b>	Y		Y														
10. RESTRAINTS (LAP BELTS, SHOULDER HARNESS, ETC. RESTRAINTS)																	
<b>LAP BELT PN M822033-1</b>	Y		Y		AS		AS										
<b>SHOULDER HARNESS PNM816068-1</b>	Y		Y		AS		AS										
11. PARACHUTE TYPE <b>MC3-R</b>	Y		Y														
12. PARACHUTE CANOPY RELEASE																	
13. PARACHUTE OPENING/DEPLOYMENT DEVICES <b>D-RING</b>	Y		Y														
14. SEAT TYPE <b>SEAT PAN PN 117F10419-1</b>	Y		Y														
15. OTHER (SPECIFY)																	

16. EXPLAIN PROBLEMS (USE REVERSE SIDE IF NECESSARY)

There were no real problems - none of the equipment was used except colthing and seat harness.

CONTINUED ON REVERSE SIDE

NAME <b>GARRISON, Larry W.</b>	SERIAL NO <b>(b) (6)</b>	A/C <b>E1-B</b>	QUINO <b>147235</b>
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- |  |  |
|--|--|
| <ul style="list-style-type: none"><li>01 - NOT AVAILABLE-SUPPLY PROBLEM</li><li>02 - NOT AVAILABLE-LEFT BEHIND</li><li>03 - DISCARDED</li><li>04 - LOST</li><li>05 - DAMAGED-MINOR</li><li>06 - DAMAGED-MAJOR</li><li>07 - BURNED-MINOR</li><li>08 - BURNED-MAJOR</li><li>09 - DESTROYED BY EXTREME FORCE/FIRE</li><li>10 - FAILED TO OPERATE (RADIO, ACTUATOR, ETC.)</li><li>11 - OPERATED PARTIALLY</li><li>12 - DIFFICULTY LOCATING</li><li>13 - BEYOND REACH</li><li>14 - CONNECTION/CLOSURE DIFFICULTY</li><li>15 - CONNECTION/CLOSURE FAILURE</li><li>16 - RELEASE/DISCONNECT DIFFICULTY</li><li>17 - RELEASE/DISCONNECT FAILURE</li><li>18 - INADVERTENT RELEASE/DISCONNECT</li><li>19 - INADVERTENT ACTUATION</li><li>20 - ACTUATION DIFFICULTY</li><li>21 - ACTUATION FAILURE</li><li>22 - ACTUATED BY OTHER PERSON</li><li>23 - RESTRAINT/ATTACHMENT INADEQUACY</li><li>24 - RESTRAINTS/ATTACHMENTS NOT USED PROPERLY FOR MAXIMUM PROTECTION</li><li>25 - IMPROPER USE (OTHER)</li><li>26 - UNFAMILIAR WITH USE</li><li>27 - COLD HAMPERED USE</li></ul> | <ul style="list-style-type: none"><li>28 - INJURY HAMPERED USE</li><li>29 - WATER HAMPERED USE</li><li>30 - OTHER EQUIPMENT INTERFERED</li><li>31 - DONNING/REMOVAL PROBLEM</li><li>32 - DISCOMFORT/BULKINESS</li><li>33 - POOR FIT</li><li>34 - LEAKED</li><li>35 - MATERIEL DEFICIENCY</li><li>36 - DESIGN DEFICIENCY</li><li>37 - HANGUP/ENTANGLEMENT (WITH A C OR OTHER EQUIPMENT)</li><li>38 - ENTANGLEMENT (PARACHUTE SUSPENSION LINES ONLY)-MAJOR</li><li>39 - ENTANGLEMENT (PARACHUTE SUSPENSION LINES ONLY)-MINOR</li><li>40 - DRAGGING (PARACHUTE ONLY)</li><li>41 - NON-STANDARD CONFIGURATION</li><li>42 - AIDED IN LOCATION/RESCUE</li><li>43 - NOT EFFECTIVE IN LOCATION/RESCUE (USED IN AREA OF SAR VEHICLES)</li><li>44 - PREVENTED/MINIMIZED INJURY</li><li>45 - EQUIPMENT PROBLEM (LOSS, FAILURE, ETC.) A FACTOR IN PRODUCING INJURY</li><li>46 - EQUIPMENT PRODUCED INJURY (HIT BY EJECTION SEAT, ETC.)</li><li>47 - FAILURE/DELAY IN USING COMPROMISED SURVIVAL/RESCUE</li><li>48 - ALL CREW EQUIPMENT (CODE ONLY ONCE)</li><li>49 - MAINTENANCE/INSTALLATION ERROR</li><li>50 - PROBLEM EXPERIENCED BY OTHERS IN ACTUATION/RELEASE OF EQUIPMENT</li><li>51 - EQUIPMENT DAMAGE-SELF INDUCED</li><li>52 - EQUIPMENT FAILURE-SELF INDUCED</li><li>60 - OTHER (SPECIFY)</li></ul> |
|--|--|

**MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, EJECTION OR GROUND ACCIDENT**  
**ESCAPE - EGRESS COMPLETE FOR ALL INDIVIDUALS**  
 OPNAV FORM 3750-8P (Rev. 4-88) S/N-0107-731-8801

**REPORT SYMBOL 3750-7**  
 See Section II of OPNAVINST 3750.6

PAGE 1 OF 3

<b>1. LOCATION IN AIRCRAFT</b>		<b>C. OTHER</b>	
<b>A.</b> <input type="checkbox"/> 1. COCKPIT OR PILOT'S COMPARTMENT <input checked="" type="checkbox"/> 2. NAVIGATOR'S/ENGINEER'S COMPARTMENT <input type="checkbox"/> 3. PASSENGERS' COMPARTMENT (SINGLE DECK) <input type="checkbox"/> 4. PASSENGERS' COMPARTMENT (UPPER DECK) <input type="checkbox"/> 5. PASSENGERS' COMPARTMENT (LOWER DECK) <input type="checkbox"/> 6. OTHER COMPARTMENT <input type="checkbox"/> 9. COMPARTMENT UNKNOWN		<input type="checkbox"/> A. STANDARD EMERGENCY GROUND EGRESS <input type="checkbox"/> 1. UNDERWATER EGRESS (NOT EJECTION) <input checked="" type="checkbox"/> 3. DID NOT ESCAPE <input type="checkbox"/> 4. EXIT UNASSISTED (OTHER THAN STANDARD EMERG. GROUND EGRESS) <input type="checkbox"/> 5. CARRIED ASSISTED OUT <input type="checkbox"/> 6. BLOWN THROWN OUT <input type="checkbox"/> 7. JUMPED FROM A/C (AIRBORNE) <input type="checkbox"/> 8. UNKNOWN IF ESCAPE ACCOMPLISHED <input type="checkbox"/> 9. ESCAPED, METHOD UNKNOWN	
<b>B. LONGITUDINAL LOCATION</b> <input type="checkbox"/> 1. FORWARD SECTION <input checked="" type="checkbox"/> 2. CENTER SECTION <input type="checkbox"/> 3. AFT SECTION <input type="checkbox"/> 4. SECTION UNKNOWN		<b>C. LATERAL LOCATION</b> <input type="checkbox"/> 2. CENTER <input type="checkbox"/> 4. LEFT SIDE <input checked="" type="checkbox"/> 5. RIGHT SIDE <input type="checkbox"/> 9. UNKNOWN	
<b>D. DIRECTION FACING</b> <input checked="" type="checkbox"/> 1. FORWARD <input type="checkbox"/> 2. AFT <input type="checkbox"/> 3. SIDEWARD <input type="checkbox"/> 9. UNKNOWN		<b>E. USE OF SEAT</b> <input type="checkbox"/> 8. NOT IN SEAT <input type="checkbox"/> 1. IN SEAT <input type="checkbox"/> 2. BLINK LITTER <input type="checkbox"/> 9. UNKNOWN	
<b>2. METHOD OF ESCAPE (More than one may apply)</b>			
<b>A. EJECTION</b> <input type="checkbox"/> 1. ACCOMPLISHED (FREE OF AIRCRAFT) <input type="checkbox"/> 2. ATTEMPTED (NOT ACCOMPLISHED) <input type="checkbox"/> 3. SEAT EJECTED ON IMPACT (TERRAIN) <input type="checkbox"/> 4. INADVERTENT EJECTION <input type="checkbox"/> 7. UNKNOWN IF ATTEMPT WAS MADE <input type="checkbox"/> 8. SUSPECTED EJECTION <input checked="" type="checkbox"/> 9. DEFINITELY NOT ATTEMPTED			
<b>B. BAILOUT</b> <input type="checkbox"/> 1. ACCOMPLISHED (FREE OF AIRCRAFT) <input type="checkbox"/> 2. ATTEMPTED (NOT ACCOMPLISHED) <input type="checkbox"/> 3. BAILED OUT AFTER EJECTION ATTEMPT FAILED <input type="checkbox"/> 7. UNKNOWN IF ATTEMPT WAS MADE <input type="checkbox"/> 8. SUSPECTED BAILOUT <input checked="" type="checkbox"/> 9. DEFINITELY NOT ATTEMPTED			
<b>3. INTENT FOR ESCAPE</b> <input type="checkbox"/> 1. INTENTIONAL <input type="checkbox"/> 2. UNINTENTIONAL SELF INDUCED <input type="checkbox"/> 3. UNINTENTIONAL, MECHANICAL <input checked="" type="checkbox"/> 4. INTENT UNKNOWN			
<b>4. EXIT USED</b> <input type="checkbox"/> 1. NORMAL EXIT <input type="checkbox"/> 2. EJECTED THROUGH CANOPY <input type="checkbox"/> 3. EMERGENCY EXIT <input type="checkbox"/> 8. OTHER <input checked="" type="checkbox"/> 9. UNKNOWN			
<b>5. COCKPIT/CABIN CONDITION AFTER IMPACT</b> <input type="checkbox"/> 8. NO DAMAGE (OTHER THAN CANOPY LOSS, ETC.) <input type="checkbox"/> 1. MINOR DAMAGE (DEFINITELY HABITABLE) <input type="checkbox"/> 2. REASONABLY INTACT (PROBABLY HABITABLE) <input type="checkbox"/> 3. MAJOR DAMAGE (PROBABLY NOT HABITABLE) <input checked="" type="checkbox"/> 4. DESTROYED (DEFINITELY NOT HABITABLE) <input type="checkbox"/> 9. UNKNOWN			
<b>6. ORDER OF ESCAPE (1st, 2nd, etc.)</b>			
<b>7. REASONS FOR ESCAPE (More than one may apply)</b>			
<input type="checkbox"/> A. FIRE EXPLOSION SMOKE <input type="checkbox"/> B. LOSS OF CONTROL <input type="checkbox"/> C. ENGINE FAILURE <input type="checkbox"/> D. FUEL EXHAUSTION <input type="checkbox"/> E. STRUCTURAL FAILURE <input type="checkbox"/> F. MID-AIR COLLISION <input type="checkbox"/> G. WATER IMPACT <input checked="" type="checkbox"/> H. GROUND/STRUCTURE IMPACT <input type="checkbox"/> J. LAUNCH FAILURE <input type="checkbox"/> K. ARRESTMENT FAILURE <input type="checkbox"/> Y. OTHER <input type="checkbox"/> Z. UNKNOWN			

NAME  
**GARRISON, Larry W.**

SERIAL NO.  
**(b) (6)**

A/C  
**E1-B**

CONTINUED ON REVERSE SIDE  
 BUONO  
**147235**

## 8. COMMUNICATIONS PRIOR TO ESCAPE

- ☐ 1. DISTRESS SIGNAL TRANSMITTED
- ☐ 2. POSITION FIX TRANSMITTED
- ☐ 3. EMERGENCY IFF (MANUAL)
- ☐ 4. EMERGENCY IFF (AUTOMATIC)
- ☐ 5. UNKNOWN
- ☒ 6. NONE

## 9. NUMBER OF PREVIOUS:

EJECTIONS \_\_\_\_\_ EMERGENCY BAIL-OUTS \_\_\_\_\_

OTHER PARACHUTE JUMPS (TRAINING, SKYDIVING, ETC.) \_\_\_\_\_

## 10. TERRAIN OF PARACHUTE LANDING OR CRASH SITE

(More than one may be applicable)

- ☐ A. OPEN SEA ☐ K. BUILDING
- ☐ B. LARGE LAKE ☐ L. FLIGHT DECK
- ☐ C. RIVER ☐ M. DENSE WOODS
- ☐ D. DEEP WATER OTHER ☐ N. IN TREES
- ☐ E. SHALLOW WATER ☐ O. THROUGH TREES
- ☐ F. DEEP SNOW ☒ P. NAVY STEEP SLOPE
- ☐ G. THICK ICE ☒ Q. ROCKS
- ☐ H. MARSH SWAMP MUD ☒ R. IN NEAR FLYING
- ☒ I. HARD GROUND ☐ S. DESERT
- ☐ J. SOFT GROUND ☐ T. UNKNOWN
- ☐ Z. OTHER

## 11. AIRCRAFT ATTITUDE AT TIME OF ESCAPE

(Either in flight or after crash, ditching, etc.)

- ☐ NOSE UP ☐ NOSE DOWN 0 DEGREES
- ☐ RIGHT BANK ☐ LEFT BANK 0 DEGREES
- ☐ A. NOSE DOWN SPIN ☒ F. DISINTEGRATION
- ☐ B. FLAT SPIN ☐ G. INVERTED
- ☐ C. OSCILLATING SPIN ☐ H. MUSHING
- ☐ D. ROLLING ☐ I. UNKNOWN
- ☐ E. TUMBLING ☐ J. OTHER (DESCRIBE) Flaw

straight and level into slope

## 12. EJECTION SEAT/PARACHUTE TRAINING

(Not required for passengers who had no opportunity to escape)

TYPE OF TRAINING	TOTAL HOURS IN TRAINING	DATE OF LAST TRAINING	ROLE*
LECTURES DEMONSTRATIONS			
TRAINING FILMS			
UNARMED EJECTION SEAT			
ARMED SEAT ON TOWER			
JUMP SCHOOL			
PARASAIL TRAINING			
OTHER SPECIFY:			

\* Use codes below to indicate role training played in this mishap.

0. NO IMPORTANCE 3. LACK OF TRAINING FACTOR
1. TRAINING DEFINITE HELP 4. LACK OF TRAINING POSSIBLE FACTOR
2. TRAINING POSSIBLE HELP 5. TRAINING ROLE UNKNOWN

## 13. EGRESS DIFFICULTIES (Place A in appropriate column)

B - Before, D - During, A - After

1. BUFFETING
2. G FORCES
3. WINDBLAST
4. SEAT PINS NOT REMOVED
5. DIFFICULTY LOCATING CANOPY JETTISON MECHANISM
6. HAMPERED BY CLOTHING
7. HAMPERED BY EQUIPMENT (INCLUDE BODY ARMOR)
8. HAMPERED BY INJURIES
9. DIFFICULTY RELEASING CANOPY HATCH
10. FAILURE TO RELEASE CANOPY HATCH
11. DIFFICULTY LOCATING REACHING NORMAL EJECTION MECHANISM
12. DIFFICULTY LOCATING REACHING ALTERNATE EJECTION MECHANISM
13. FACE CURTAIN FAILED TO ACTIVATE SEAT
14. FACE CURTAIN PROBLEM (LOCATING, REACHING, ETC.)
15. SEAT PAN FIRING HANDLE FAILED TO ACTIVATE SEAT
16. SEAT PAN FIRING HANDLE PROBLEM (LOCATING, ETC.)
17. CANOPY JETTISON PROBLEM
18. CANOPY JETTISON FAILURE (AUTOMATIC MEANS)

	GROUND			WATER			AIR		
	B	D	A	B	D	A	B	D	A
01									
02									
03									
04									
05									
06									
07									
08									
09									
10									
11									
12									
13									
14									
15									
16									
17									
18									

CONTINUED ON NEXT PAGE



## 13. EGRESS DIFFICULTIES (Place X in appropriate column) (Continued)

B - Before; D - During; A - After

		GROUND			WATER			AIR		
		B	D	A	B	D	A	B	D	A
19. COULD NOT OPEN CANOPY/HATCH	19									
20. DIFFICULTY RELEASING RESTRAINTS	20									
21. DIFFICULTY REACHING HATCH/EXIT-OBSTRUCTIONS	21									
22. DIFFICULTY REACHING HATCH/EXIT-INJURIES	22									
23. DIFFICULTY REACHING HATCH/EXIT-A/C ATTITUDE	23									
24. DIFFICULTY REACHING HATCH/EXIT-EQUIPMENT HANGUP	24									
25. PINNED DOWN IN A/C (OTHER THAN EQUIPMENT HANGUP)	25									
26. CONFUSION/PANIC/DISORIENTATION	26									
27. DARKNESS-NO VISUAL REFERENCE	27	X	X							
28. FIRE/SMOKE/FUEL	28									
29. ANTHROPOMETRIC PROBLEM	29									
30. PERSONAL EQUIPMENT FACTOR (OTHER THAN HANGUP)	30									
31. UPPER EXTREMITIES HIT COCKPIT STRUCTURES	31		X							
32. LOWER EXTREMITIES HIT COCKPIT STRUCTURES	32		X							
33. MAN STRUCK CANOPY/CANOPY BOB	33									
34. STRUCK EXTERNAL SURFACE OF AIRCRAFT	34									
35. FLAILING - UPPER EXTREMITIES	35		X							
36. FLAILING - LOWER EXTREMITIES	36		X							
37. DROGUE SLUG SWINGING AT MAN	37									
38. DROGUE SLUG STRUCK MAN	38									
39. MAN STRUCK BY OTHER EQUIPMENT	39		X							
40. MAN STRUCK BY SEAT	40									
41. SEAT SEPARATION DIFFICULTY	41									
42. SEAT/PARACHUTE ENTANGLEMENT	42									
43. MAN TANGLED IN CHUTE RISERS-MAJOR	43									
44. MAN TANGLED IN CHUTE RISERS-MINOR	44									
45. PARACHUTE LINE OVER	45									
46. MAN HELD ON TO SEAT	46									
47. TUMBLING/SPINNING	47									
48. PARACHUTE DID NOT OPEN	48									
49. PARACHUTE STREAMED	49									
50. INADVERTENT OPENING OF LAP BELT	50									
51. FAILURE OF LAP BELT TO OPEN	51									
52. INRUSHING WATER	52									
53. COLD	53									
54. UNCONSCIOUS/DAZED	54									
55. OTHER	55									

REMARKS OR CONTINUATION: (Indicate each remark with code from above)

NAME

GARRISON, Larry W.

SERIAL NO.

(b) (6)

A/C

E1-B

BUND

147235

**MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, IN FLIGHT OR GROUND ACCIDENT**  
**MEDICAL INFORMATION**  
 OPNAV FORM 3750/50 (REV. 4-68) S/N-0107-731-8281

REPORT SYMBOL 3750.3  
 See Section II of OPNAVINST 3750.6

**1. DEGREE OF INJURY**

☐ 1 - NONE ☒ 2 - MINOR ☐ 3 - MAJOR ☒ 4 - FATAL ☐ 5 - MISSING, LAND ☐ 6 - MISSING, WATER ☐ 7 - MISSING, UNKNOWN

2. DAYS HOSPITALIZED \_\_\_\_\_  
 3. DAYS IN QUARTERS \_\_\_\_\_  
 4. DAYS GROUNDED \_\_\_\_\_  
 5. UNCONSCIOUS \_\_\_\_\_ HOURS \_\_\_\_\_ MIN.

**2a. DISPOSITION**

**F**

**2b. EXPOSURE**

☐ 1 - MILD ☐ 2 - MODERATE ☐ 3 - SEVERE

**2c. SHOCK**

☐ 1 - MILD ☐ 2 - MODERATE ☐ 3 - SEVERE

**3. INJURIES INCURRED DURING MISHAP**  
 (Use Standard DOD Terminology for Body Part, Diagnosis and Cause of Injury.) (See DDDIC, NAVMED P5002.)

LEAVE THESE COLUMNS BLANK

**A. BODY PART:**

**DIAGNOSIS:**

**CAUSE:**

**Extreme trauma to all body parts:  
 (See autopsy report)**

P									
D									
C									
P									
D									
C									
P									
D									
C									
P									
D									
C									

**B. BODY PART:**

**DIAGNOSIS:**

**CAUSE:**

**C. BODY PART:**

**DIAGNOSIS:**

**CAUSE:**

**D. BODY PART:**

**DIAGNOSIS:**

**CAUSE:**

**E. BODY PART:**

**DIAGNOSIS:**

**CAUSE:**

LABORATORY TESTS	A. TISSUE TESTED	B. METHOD USED	C. LABORATORY DOING TEST	D. RESULT
CARBON MONOXIDE	Test			
ALCOHOL	Results			
LACTIC ACID	Pending			
OTHER (SPECIFY)				

**4. X-RAY RESULTS**

☒ CHECK IF PERFORMED. SUBMIT RESULTS ON SEPARATE SHEET

DISEASES/DEFECTS PRESENT AT TIME OF MISHAP	METHOD OF DISCOVERY				WAIVERS (AS APPLICABLE)	
	ANNUAL PHYSICAL	SICK CALL	AUTOPSY	OTHER	AUTHORITY	DATE
(b) (6)				X		

**5. AUTOPSY CONDUCTED BY**

☒ M - MILITARY PATHOLOGIST ☒ F - FLIGHT SURGEON  
☐ C - CIVILIAN PATHOLOGIST ☐ Y - OTHER  
☐ PROTOCOL ATTACHED ☐ WILL BE FORWARDED

**6. MATERIAL SUBMITTED TO AFIP**

☒ 1 - AUTOPSY REPORT ☒ 3 - PICTURES  
☐ 2 - FROZEN TISSUE ☒ 4 - FIRED TISSUE

**7. LIST ADDITIONAL INJURIES RECEIVED AS A RESULT OF THE MISHAP, AND ADD ANY PERTINENT REMARKS**

NAME

**TARALDEN, Edward**

SERIAL NO.

(b) (6)

A/C

**E1-B**

BUND

**147235**

**MEDICAL OFFICER'S REPORT OF A C ACCIDENT, ENT OR GROUND ACCIDENT  
PSYCHOPHYSIOLOGICAL AND ENVIRONMENTAL FACTORS  
OPNAV FORM 3750/BC (REV. 4-68) S N 0107-731-8301**

**REPORT SYMBOL 3750-7**  
See Section H of OPNAVINST 3750.6

**PAGE 1 OF 2**

**INSTRUCTIONS:** Complete on all occupants of aircraft, all injured persons, and all persons possibly contributing to the cause of the mishap. Supervisors factors attributed to persons not in the aircraft and such factors as design or weather should be reported only for the person in primary control of the aircraft. Factors contributing to injury during mid-air collisions, crash landings, ditchings, etc., are to be considered part of survival phase. Use codes at right to show only those factors present or contributing in each phase.

**PHASES OF MISHAP**

A - Accident  
E - Escape  
S - Survival (includes parachute landings)  
R - Rescue

**FACTOR IMPORTANCE**

D - Definitely contributed  
S - Suspected factor  
P - Condition present but did not contribute to accident or injury

(b) (5)

CONTINUED ON REVERSE SIDE

NAME

TARALDEN, Edward

SERIAL NO.

(b) (6)

DATE

11-8

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147235

(b) (5)

REMARKS: (Indicate item and describe circumstances in detail as necessary.)



# MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, AERIAL OR GROUND ACCIDENT

PERSONAL DATA

OPNAV FORM 3750/50 (REV. 4-68) L/N 0107-731-0001

## I. CONTRIBUTING EFFECT

REPORT SYMBOL 3750-7

See Section II of OPNAVINST 3750.6

### 1. ROLE OF THIS INDIVIDUAL IN THE CAUSE OF THE MISHAP:

#### A. PRIMARY

☐ 1. DEFERRE ☐ 2. PROBABLE ☐ 3. POSSIBLE

#### B. CONTRIBUTING

☐ 4. DEFINITE ☐ 5. PROBABLE ☐ 6. POSSIBLE

☐ 7. NONE

☒ 8. UNKNOWN

### II. BACKGROUND (Complete for all pilots and others who possibly contributed to mishap)

#### A. DATE LAST LEAVE ENDED

#### B. DAYS DURATION LAST LEAVE

#### C. TYPE OF LEAVE LAST TAKEN

☐ 1. ORDINARY ☐ 2. EMERGENCY

☐ 3. REENLISTMENT

☐ 4. GRADUATION

☐ 5. SICK OR CONVALESCENT

☐ 6. DELAY ENROUTE

☐ 7. UNKNOWN

#### D. DATE OF LAST PREVIOUS FLIGHT

#### HOURS AND MINUTES FLOWN

E. IN LAST 24 HOURS MIN. F. IN LAST 48 HOURS MIN.

#### G. IN LAST 24 HOURS HOURS FLOWN

H. IN LAST 48 HOURS

#### HOURS AND MINUTES WORKED

I. IN LAST 24 HOURS MIN. J. IN LAST 48 HOURS MIN.

#### K. IN LAST 24 HOURS HOURS SLEPT

L. IN LAST 48 HOURS

M. CONTINUOUS DUTY PRIOR TO MISHAP HOURS MIN.

#### N. HOURS CONTINUOUSLY AWAKE PRIOR TO MISHAP

O. DURATION OF LAST SLEEP PERIOD HOURS MIN.

P. TIME IN COCKPIT PRIOR TO FLIGHT HOURS MIN.

### III. PHYSIOLOGICAL, LOW PRESSURE CHAMBER AND VERTIGO TRAINING (For all personnel)

TYPE TRAINING ACCOMPLISHED	PLACE TRAINING ACCOMPLISHED	COMPLETED		ROLE* IN MISHAP	*For role in mishap, use following code: 0 - NO IMPORTANCE 1 - TRAINING DEFINITELY HELPED 2 - TRAINING POSSIBLY HELPED 3 - LACK OF TRAINING DEFINITELY A FACTOR 4 - LACK OF TRAINING POSSIBLY A FACTOR 9 - UNKNOWN
		Month	Year		

### IV. ANTHROPOMETRIC DATA

A. DATE OF BIRTH: DAY MONTH YEAR B. HEIGHT INCHES C. WEIGHT POUNDS

D. SITTING HEIGHT INCHES E. TRUNK HEIGHT INCHES F. FUNCTIONAL REACH INCHES

G. BUTTOCK-HEEL LENGTH INCHES H. LEG LENGTH INCHES I. SHOULDER WIDTH (BIDELTOID) INCHES

### V. GENERAL

#### 1. NUMBER AND TYPE OF PRIOR MISHAPS (Complete for all pilots, copilots, and/or other persons in control of aircraft)

a. No. b. DESCRIBE TYPE(S):

#### 2. TOTAL YEARS OF FORMAL EDUCATION:

#### 3. CHRONOLOGICAL ACCOUNT OF ACTIVITIES OF PREVIOUS 72 HOURS (For all pilots, copilots, and/or persons possibly contributing to mishap)

NAME

TARALDEN, Edward

SERIAL NO.

(b) (6)

A/C

E1-B

BUNG

147235

NOMENCLATURE AND MODEL DESIGNATION	REQUIRED AVAILABLE USED NEEDED				PROBLEMS <i>Indicate by code from list on reverse side.</i>
	REQUIRED	AVAILABLE	USED	NEEDED	
1. CLOTHING (SUITS, HEADGEAR, SHOES, GLOVES, VISOIR, UNDERWEAR, ETC.)					
NOMEX FLIGHT SUIT	Y	Y	AS	AS	
FLIGHT BOOTS (STEEL TOP)	Y	Y	AS	AS	
AFM 6A HELMET (DUAL VISION)	Y	Y	AS	AS	
LEATHER GLOVES	Y	Y	AS	AS	
2. OXYGEN MASK A13A ISSUED	N	N			
3. OXYGEN REGULATOR MD-1 IN AIRCRAFT	Y	Y			
4. LIFE VEST MK-2	Y	Y			
5. LIFE RAFT PK-2	Y	Y			
6. SURVIVAL RADIO(S) NONE ISSUED	N	N			01
7. SIGNALLING DEVICES LARGE SIGNAL MIRRORS	Y	Y			
SIGNAL KIT MK 79 MOD 0	Y	Y			
STROBE LIGHT	Y	Y			
MK 15 MOD 0 FLARE (4)	Y	Y			
SEA DYE MARKER (4)	Y	Y			
PYRO KIT (VERY PISTOL - 12 CARTR.)	Y	Y			
1 CELL FLASHLIGHT, WHISTLE					
8. SURVIVAL KIT (CONTAINER) SEKK 2 SV-1 VEST	Y	Y			
9. OTHER SURVIVAL GEAR SUNBURN OINTMENT	Y	Y			
SHARK CHASER 2	Y	Y			
50 FT SHROUD LINE	Y	Y			
FOOD PACKET SPONGE	Y	Y			
DESALTER KIT MK-2 TYPE 2	Y	Y			
5 QT WATER STORAGE BAG	Y	Y			
SURVIVAL KNIFE	Y	Y			
10. RESTRAINTS (LAP BELTS, SHOULDER HARNESS, E.G. RESTRAINTS)					
LAP BELT FM M822033-1	Y	Y	AS	AS	
SHOULDER HARNESS FM816068-1	Y	Y	AS	AS	
11. PARACHUTE TYPE MC3-R	Y	Y			
12. PARACHUTE CANOPY RELEASE					
13. PARACHUTE OPENING DEPLOYMENT DEVICES D-RING	Y	Y			
14. SEAT TYPE SEAT PAN FM 117 F10419-1	Y	Y			
15. OTHER (SPECIFY)					

16. EXPLAIN PROBLEMS (USE REVERSE SIDE IF NECESSARY)

There were no real problems - none of the equipment was used except clothing and seat harness.

CONTINUED ON REVERSE SIDE

NAME TABALDSEN, EDWARD	SERIAL NO. (b) (6)	A/C E1-B	BUINO 147235
---------------------------	-----------------------	-------------	-----------------

- |  |   |
|--|---|
| 01 - NOT AVAILABLE-SUPPLY PROBLEM                                    | 28 - INJURY HAMPERED USE  |
| 02 - NOT AVAILABLE-LEFT BEHIND                                       | 29 - WATER HAMPERED USE   |
| 03 - DISCARDED   | 30 - OTHER EQUIPMENT INTERFERED   |
| 04 - LOST  | 31 - DOWNING/REMOVAL PROBLEM  |
| 05 - DAMAGED-MINOR   | 32 - DISCOMFORT/BULKINESS   |
| 06 - DAMAGED-MAJOR   | 33 - POOR FIT   |
| 07 - BURNED-MINOR  | 34 - LEAKED   |
| 08 - BURNED-MAJOR  | 35 - MATERIEL DEFICIENCY  |
| 09 - DESTROYED BY EXTREME FORCE/FIRE                                 | 36 - DESIGN DEFICIENCY  |
| 10 - FAILED TO OPERATE (RADIO, ACTUATOR, ETC.)                       | 37 - HANGUP/ENTANGLEMENT (WITH A/C OR OTHER EQUIPMENT)                    |
| 11 - OPERATED PARTIALLY  | 38 - ENTANGLEMENT (PARACHUTE SUSPENSION LINES ONLY)-MAJOR                 |
| 12 - DIFFICULTY LOCATING   | 39 - ENTANGLEMENT (PARACHUTE SUSPENSION LINES ONLY)-MINOR                 |
| 13 - BEYOND REACH  | 40 - DRAGGING (PARACHUTE ONLY)  |
| 14 - CONNECTION/CLOSURE DIFFICULTY                                   | 41 - NON-STANDARD CONFIGURATION   |
| 15 - CONNECTION/CLOSURE FAILURE                                      | 42 - AIDED IN LOCATION/RESCUE   |
| 16 - RELEASE/DISCONNECT DIFFICULTY                                   | 43 - NOT EFFECTIVE IN LOCATION/RESCUE (USED IN AREA OF SAR VEHICLES)      |
| 17 - RELEASE/DISCONNECT FAILURE                                      | 44 - PREVENTED/MINIMIZED INJURY   |
| 18 - INADVERTENT RELEASE/DISCONNECT                                  | 45 - EQUIPMENT PROBLEM (LOSS, FAILURE, ETC.) A FACTOR IN PRODUCING INJURY |
| 19 - INADVERTENT ACTUATION   | 46 - EQUIPMENT PRODUCED INJURY (HIT BY EJECTION SEAT, ETC.)               |
| 20 - ACTUATION DIFFICULTY  | 47 - FAILURE/DELAY IN USING COMPROMISED SURVIVAL/RESCUE                   |
| 21 - ACTUATION FAILURE   | 48 - ALL CREW EQUIPMENT (CODE ONLY ONCE)                                  |
| 22 - ACTUATED BY OTHER PERSON  | 49 - MAINTENANCE/INSTALLATION ERROR                                       |
| 23 - RESTRAINT/ATTACHMENT INADEQUACY                                 | 50 - PROBLEM EXPERIENCED BY OTHERS IN ACTUATION/RELEASE OF EQUIPMENT      |
| 24 - RESTRAINTS/ATTACHMENTS NOT USED PROPERLY FOR MAXIMUM PROTECTION | 51 - EQUIPMENT DAMAGE-SELF INDUCED  |
| 25 - IMPROPER USE (OTHER)  | 52 - EQUIPMENT FAILURE-SELF INDUCED                                       |
| 26 - UNFAMILIAR WITH USE   | 60 - OTHER (SPECIFY)  |
| 27 - COLD HAMPERED USE   |   |



**MEDICAL OFFICER'S REPORT OF A C ACCIDENT,  
ESCAPE - EGRESS COMPLETE FOR ALL INDIVIDUALS**  
OPNAV FORM 3750 OF (Rev. 6-68) S. N-0107-731-8001

**IN-FLIGHT OR GROUND ACCIDENT**

**REPORT SYMBOL 3750.7**  
See Section H of OPNAVINST 3750.6

PAGE 1 OF 3

<b>1. LOCATION IN AIRCRAFT</b>		<b>C. OTHER</b>	
<b>A.</b> <input type="checkbox"/> 1. COCKPIT OR PILOT'S COMPARTMENT <input type="checkbox"/> 2. NAVIGATOR'S/ENGINEER'S COMPARTMENT <input checked="" type="checkbox"/> 3. PASSENGERS' COMPARTMENT (SINGLE DECK) <input type="checkbox"/> 4. PASSENGERS' COMPARTMENT (UPPER DECK) <input type="checkbox"/> 5. PASSENGERS' COMPARTMENT (LOWER DECK) <input type="checkbox"/> 6. OTHER COMPARTMENT <input type="checkbox"/> 9. COMPARTMENT UNKNOWN	<input type="checkbox"/> A. STANDARD EMERGENCY GROUND EGRESS <input type="checkbox"/> 1. UNDERWATER EGRESS (NOT EJECTION) <input checked="" type="checkbox"/> 3. DID NOT ESCAPE <input type="checkbox"/> 4. EXIT UNASSISTED (OTHER THAN STANDARD EMERG. GROUND EGRESS) <input type="checkbox"/> 5. CARRIED ASSISTED OUT <input type="checkbox"/> 6. BLOWN THROWN OUT <input type="checkbox"/> 7. JUMPED FROM A C. AIRBORNE <input type="checkbox"/> 8. UNKNOWN IF ESCAPE ACCOMPLISHED <input type="checkbox"/> 9. ESCAPED, METHOD UNKNOWN		
<b>B. LONGITUDINAL LOCATION</b> <input type="checkbox"/> 1. FORWARD SECTION <input type="checkbox"/> 2. CENTER SECTION <input checked="" type="checkbox"/> 3. AFT SECTION <input type="checkbox"/> 4. SECTION UNKNOWN	<b>C. LATERAL LOCATION</b> <input type="checkbox"/> 2. CENTER <input type="checkbox"/> 4. LEFT SIDE <input type="checkbox"/> 5. RIGHT SIDE <input type="checkbox"/> 9. UNKNOWN	<b>3. INTENT FOR ESCAPE</b>	
<b>D. DIRECTION FACING</b> <input checked="" type="checkbox"/> 1. FORWARD <input type="checkbox"/> 2. AFT <input type="checkbox"/> 3. SIDeward <input type="checkbox"/> 9. UNKNOWN		<b>E. USE OF SEAT</b> <input type="checkbox"/> 8. NOT IN SEAT <input checked="" type="checkbox"/> 1. IN SEAT <input type="checkbox"/> 7. BLINK LITTER <input type="checkbox"/> 9. UNKNOWN	
<b>2. METHOD OF ESCAPE (More than one may apply)</b>		<b>4. EXIT USED</b>	
<b>A. EJECTION</b> <input type="checkbox"/> 1. ACCOMPLISHED (FREE OF AIRCRAFT) <input type="checkbox"/> 2. ATTEMPTED (NOT ACCOMPLISHED) <input type="checkbox"/> 3. SEAT EJECTED ON IMPACT (TERRAIN) <input type="checkbox"/> 4. INADVERTENT EJECTION <input type="checkbox"/> 7. UNKNOWN IF ATTEMPT WAS MADE <input type="checkbox"/> 8. SUSPECTED EJECTION <input checked="" type="checkbox"/> 9. DEFINITELY NOT ATTEMPTED		<input type="checkbox"/> 1. NORMAL EXIT <input type="checkbox"/> 2. EJECTED THROUGH CANOPY <input type="checkbox"/> 3. EMERGENCY EXIT <input type="checkbox"/> 8. OTHER <input checked="" type="checkbox"/> 9. UNKNOWN	
<b>B. BAIL OUT</b> <input type="checkbox"/> 1. ACCOMPLISHED (FREE OF AIRCRAFT) <input type="checkbox"/> 2. ATTEMPTED (NOT ACCOMPLISHED) <input type="checkbox"/> 3. BAILED OUT AFTER EJECTION ATTEMPT FAILED <input type="checkbox"/> 7. UNKNOWN IF ATTEMPT WAS MADE <input type="checkbox"/> 8. SUSPECTED BAIL OUT <input checked="" type="checkbox"/> 9. DEFINITELY NOT ATTEMPTED		<b>5. COCKPIT/CABIN CONDITION AFTER IMPACT</b>	
<b>6. ORDER OF ESCAPE (List, 2nd, 3rd, etc.)</b>		<input type="checkbox"/> 8. NO DAMAGE (OTHER THAN CANOPY LOSS, ETC.) <input type="checkbox"/> 1. MINOR DAMAGE (DEFINITELY HABITABLE) <input type="checkbox"/> 2. REASONABLY INTACT (PROBABLY HABITABLE) <input type="checkbox"/> 3. MAJOR DAMAGE (PROBABLY NOT HABITABLE) <input checked="" type="checkbox"/> 4. DESTROYED (DEFINITELY NOT HABITABLE) <input type="checkbox"/> 9. UNKNOWN	
<b>7. REASONS FOR ESCAPE (More than one may apply)</b>		<input type="checkbox"/> A. FIRE EXPLOSION SMOKE <input type="checkbox"/> B. LOSS OF CONTROL <input type="checkbox"/> C. ENGINE FAILURE <input type="checkbox"/> D. FUEL EXHAUSTION <input type="checkbox"/> E. STRUCTURAL FAILURE <input type="checkbox"/> F. MID-AIR COLLISION <input type="checkbox"/> G. WATER IMPACT <input checked="" type="checkbox"/> H. GROUND STRUCTURE IMPACT <input type="checkbox"/> J. LAUNCH FAILURE <input type="checkbox"/> K. ARRESTMENT FAILURE <input type="checkbox"/> V. OTHER <input type="checkbox"/> Z. UNKNOWN	

CONTINUED ON REVERSE SIDE

NAME

**TARALDSEN, Edward**

SERIAL NO.

**(b) (6)**

A C

**E1-B**

BUND

**147235**



## 8. COMMUNICATIONS PRIOR TO ESCAPE

- ☐ 1. DISTRESS SIGNAL TRANSMITTED  
☐ 2. POSITION FIX TRANSMITTED  
☐ 3. EMERGENCY IFF (MANUAL)  
☐ 4. EMERGENCY IFF (AUTOMATIC)  
☐ 5. UNKNOWN  
☒ 6. NONE

## 9. NUMBER OF PREVIOUS:

EJECTIONS \_\_\_\_\_ EMERGENCY BAILOUTS \_\_\_\_\_  
 OTHER PARACHUTE JUMPS (TRAINING, SKYDIVING, ETC.) \_\_\_\_\_

## 10. TERRAIN OF PARACHUTE LANDING OR CRASH SITE

(More than one may be applicable)

- ☐ A. OPEN SEA ☐ K. BUILDING  
☐ B. LARGE LAKE ☐ L. FLIGHT DECK  
☐ C. RIVER ☐ M. DENSE WOODS  
☐ D. DEEP WATER, OTHER ☐ N. IN TREES  
☐ E. SHALLOW WATER ☐ T. THROUGH TREES  
☐ F. DEEP SNOW ☒ P. RAVINE STEEP SLOPE  
☐ G. THICK ICE ☒ Q. ROCKS  
☐ H. MARSH/SWAMP/MUD ☒ R. IN NEAR FIREBALL  
☒ U. HARD GROUND ☐ S. DESERT  
☐ J. SOFT GROUND ☐ Y. UNKNOWN  
☐ Z. OTHER

## 11. AIRCRAFT ATTITUDE AT TIME OF ESCAPE

(Either in flight or after crash, ditching, etc.)

- ☐ NOSE UP ☐ NOSE DOWN 0 DEGREES  
☐ RIGHT BANK ☐ LEFT BANK 0 DEGREES  
☐ A. NOSE DOWN SPIN ☒ F. DISINTEGRATION  
☐ B. FLAT SPIN ☐ G. INVERTED  
☐ C. OSCILLATING SPIN ☐ H. BUSHING  
☐ D. ROLLING ☐ I. UNKNOWN  
☐ E. TUMBLING ☐ V. OTHER (DESCRIBE) Flow

straight and level into slope

## 12. EJECTION SEAT/PARACHUTE TRAINING

(Not required for passengers who had no opportunity to escape)

TYPE OF TRAINING	TOTAL HOURS IN TRAINING	DATE OF LAST TRAINING	ROLE*
LECTURES DEMONSTRATIONS			
TRAINING FILMS			
UNARMED EJECTION SEAT			
ARMED SEAT ON TOWER			
JUMP SCHOOL			
PARASAIL TRAINING			
OTHER (SPECIFY)			

\*Use codes below to indicate role training played in this mishap.

0. NO IMPORTANCE 3. LACK OF TRAINING FACTOR  
 1. TRAINING DEFINITE HELP 4. LACK OF TRAINING POSSIBLE FACTOR  
 2. TRAINING POSSIBLE HELP 5. TRAINING ROLE UNKNOWN

## 13. EGRESS DIFFICULTIES (Place X in appropriate column)

B. Before; D. During; A. After

1. BUFFETING  
 2. G FORCES  
 3. WINDBLAST  
 4. SEAT PINS NOT REMOVED  
 5. DIFFICULTY LOCATING CANOPY JETTISON MECHANISM  
 6. HAMPERED BY CLOTHING  
 7. HAMPERED BY EQUIPMENT (INCLUDE BODY ARMOR)  
 8. HAMPERED BY INJURIES  
 9. DIFFICULTY RELEASING CANOPY HATCH  
 10. FAILURE TO RELEASE CANOPY HATCH  
 11. DIFFICULTY LOCATING REACHING NORMAL EJECTION MECHANISM  
 12. DIFFICULTY LOCATING REACHING ALTERNATE EJECTION MECHANISM  
 13. FACE CURTAIN FAILED TO ACTIVATE SEAT  
 14. FACE CURTAIN PROBLEM (LOCATING, REACHING, ETC.)  
 15. SEAT PAN FIRING HANDLE FAILED TO ACTIVATE SEAT  
 16. SEAT PAN FIRING HANDLE PROBLEM (LOCATING, ETC.)  
 17. CANOPY JETTISON PROBLEM  
 18. CANOPY JETTISON FAILURE (AUTOMATIC MEANS)

	B	D	A
01			
02		X	
03			
04			
05			
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	B	D	A
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	B	D	A
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CONTINUED ON NEXT PAGE

## 13. SERIOUS DIFFICULTIES (Place X in appropriate column) (Continued)

B - Before; D - During; A - After

		GROUND			WATER			AIR		
		B	D	A	B	D	A	B	D	A
19. COULD NOT OPEN CANOPY/HATCH	19									
20. DIFFICULTY RELEASING RESTRAINTS	20									
21. DIFFICULTY REACHING HATCH/EXIT-OBSTRUCTIONS	21									
22. DIFFICULTY REACHING HATCH/EXIT-INJURIES	22									
23. DIFFICULTY REACHING HATCH/EXIT-A/C ATTITUDE	23									
24. DIFFICULTY REACHING HATCH/EXIT-EQUIPMENT HANGUP	24									
25. PINNED DOWN IN A/C (OTHER THAN EQUIPMENT HANGUP)	25									
26. CONFUSION/PANIC/DISORIENTATION	26									
27. DARKNESS-NO VISUAL REFERENCE	27	X	X							
28. FIRE/SMOKE/FUEL	28									
29. ANTHROPOMETRIC PROBLEM	29									
30. PERSONAL EQUIPMENT FACTOR (OTHER THAN HANGUP)	30									
31. UPPER EXTREMITIES HIT COCKPIT STRUCTURES	31		X							
32. LOWER EXTREMITIES HIT COCKPIT STRUCTURES	32		X							
33. MAN STRUCK CANOPY/CANOPY BOW	33									
34. STRUCK EXTERNAL SURFACE OF AIRCRAFT	34									
35. FLAILING - UPPER EXTREMITIES	35		X							
36. FLAILING - LOWER EXTREMITIES	36		X							
37. DROGUE SLUG SWINGING AT MAN	37									
38. DROGUE SLUG STRUCK MAN	38									
39. MAN STRUCK BY OTHER EQUIPMENT	39		X							
40. MAN STRUCK BY SEAT	40									
41. SEAT SEPARATION DIFFICULTY	41									
42. SEAT/PARACHUTE ENTANGLEMENT	42									
43. MAN TANGLED IN CHUTE RISERS-MAJOR	43									
44. MAN TANGLED IN CHUTE RISERS-MINOR	44									
45. PARACHUTE LINE OVER	45									
46. MAN HELD ON TO SEAT	46									
47. TUMBLING/SPINNING	47									
48. PARACHUTE DID NOT OPEN	48									
49. PARACHUTE STREAMED	49									
50. INADVERTENT OPENING OF LAP BELT	50									
51. FAILURE OF LAP BELT TO OPEN	51									
52. INFLUENCING WATER	52									
53. COLD	53									
54. UNCONSCIOUS/DAZED	54									
55. OTHER	55									

REMARKS OR CONTINUATION: (Index each remark with code from above)

NAME

TARALDEN, Edward

SERIAL NO.

(b) (6)

A/C

E1-B

DAWG

147235

MEDICAL OFFICER'S REPORT OF A C ACCIDENT, INCIDENT OR GROUND ACCIDENT  
FLIGHT SURGEON'S COMMENTS, ANALYSIS AND RECOMMENDATIONS

OPNAV FORM 3750-8 (REV. 4-68) S/N 0107-731-8900

REPORT SYMBOL 3750-7

See Section H of OPNAVINST 3750.6

**ANALYSIS**

(b) (5)

FLIGHT SURGEON PARTICIPATED FULLY IN INVESTIGATION

☒ YES

☐ NO

NO. OF HOURS SPENT

120 hours

DATE OF REPORT

10 March 1969

FLIGHT SURGEON PARTICIPATED FULLY IN BOARD PROCEEDINGS

☒ YES

☐ NO

NO. OF HOURS SPENT

?

NO. REPORTS PREPARED

4

FLIGHT SURGEON'S NAME AND GRADE

HOBBS, Robert K., LT MC USNR

DUTY STATION

CAEW-11

SIGNATURE

*Robert K. Hobbs*

(b) (5)

FULLY IN INVESTIGATION <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		NO. OF HOURS SPENT 120	DATE OF REPORT 10 March 1969
FLIGHT SURGEON PARTICIPATED FULLY IN BOARD PROCEEDINGS <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		NO. OF HOURS SPENT ?	NO. REPORTS PREPARED 4
FLIGHT SURGEON'S NAME AND GRADE MOORE, Robert K., LT MC USNR		DUTY STATION CAENW-11	SIGNATURE <i>Robert K. Moore</i>



MEDICAL OFFICER'S REPORT OF A C ACCIDENT, H. IDENT OR GROUND ACCIDENT  
 FLIGHT SURGEON'S COMMENTS, ANALYSIS AND RECOMMENDATIONS

OPNAV FORM 3750/6 (REV. 4-68) S/N 0107-731-8900

REPORT SYMBOL 3750-7

See Section H of OPNAVINST 3750.6

continued

(b) (5)

FLIGHT SURGEON PARTICIPATED FULLY IN INVESTIGATION		NO. OF HOURS SPENT	DATE OF REPORT (cont.)
<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	120	10 March 1969
FLIGHT SURGEON PARTICIPATED FULLY IN BOARD PROCEEDINGS		NO. OF HOURS SPENT	NO. REPORTS PREPARED
<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	7	4
FLIGHT SURGEON'S NAME AND GRADE		DUTY STATION	SIGNATURE
BORGES, Robert K., LT MC USNR		CAEW-11	Robert K. Borges

continued

(b) (5)

FLIGHT SURGEON PARTICIPATED FULLY IN INVESTIGATION <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		NO. OF HOURS SPENT 120	DATE OF REPORT (cont'd) 10 March 1969
FLIGHT SURGEON PARTICIPATED FULLY IN BOARD PROCEEDINGS <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		NO. OF HOURS SPENT ?	NO. REPORTS PREPARED 4
FLIGHT SURGEON'S NAME AND GRADE HOBBS, Robert K., LT MC USNR	DUTY STATION CAENW-11	SIGNATURE Robert K. Hobbs	

continued

(b) (5)

FLIGHT SURGEON PARTICIPATED FULLY IN INVESTIGATION <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		NO. OF HOURS SPENT 120	DATE OF REPORT 10 March 1969
FLIGHT SURGEON PARTICIPATED FULLY IN BOARD PROCEEDINGS <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		NO. OF HOURS SPENT ?	NO. REPORTS PREPARED 4
FLIGHT SURGEON'S NAME AND GRADE NORRIS, Robert K., LT MC USNR	DUTY STATION CAEW-11	SIGNATURE Robert K. Norris	

# CLINICAL RECORD

# AUTOPSY PROTOCOL

DATE AND HOUR DEED		A. M.	DATE AND HOUR AUTOPSY PERFORMED		A. M.	OTHER USE		
2/18/69 unknown time		P. M.	2/19/69 1000		P. M.	FULL AUTOPSY	HEAD ONLY	THORAX ONLY
PRESBYTER			ASSISTANT					
R. T. SCHWARTZ, LCDR MC USN			MR. T. R. BRASHELL			X		
CLINICAL DIAGNOSES (Including operative)								

(GROSS)

## PATHOLOGICAL DIAGNOSES

CAUSE OF DEATH: Multiple trauma, extreme

(b) (6)

## APPROVED SIGNATURE

R. M. DICKSTEIN, CAPT MC USN

MILITARY ORGANIZATION (When required)	AGE	SEX	RACE	IDENTIFICATION NO.	AUTOPSY NO.
	27	M	C		162-62

PATIENT'S IDENTIFICATION (For typed or written entries give Name—last, first, middle, grade, date, hospital or medical facility)

REGISTER NO.	WARD NO.
DOA	DOA

HEIMER, Melvin Dumas, Jr. LT USNR  
VAM-11 HAS H.I. SAN DIEGO, CALIF.

HEMER, CALIF.  
169-62

AMERICAN RED CROSS  
0100-201-1003



AUTOPSY REPORT  
A69-62  
GROSS (1)

HEMER, Melvin Duane, Jr.  
LT USNR

CLINICAL SUMMARY

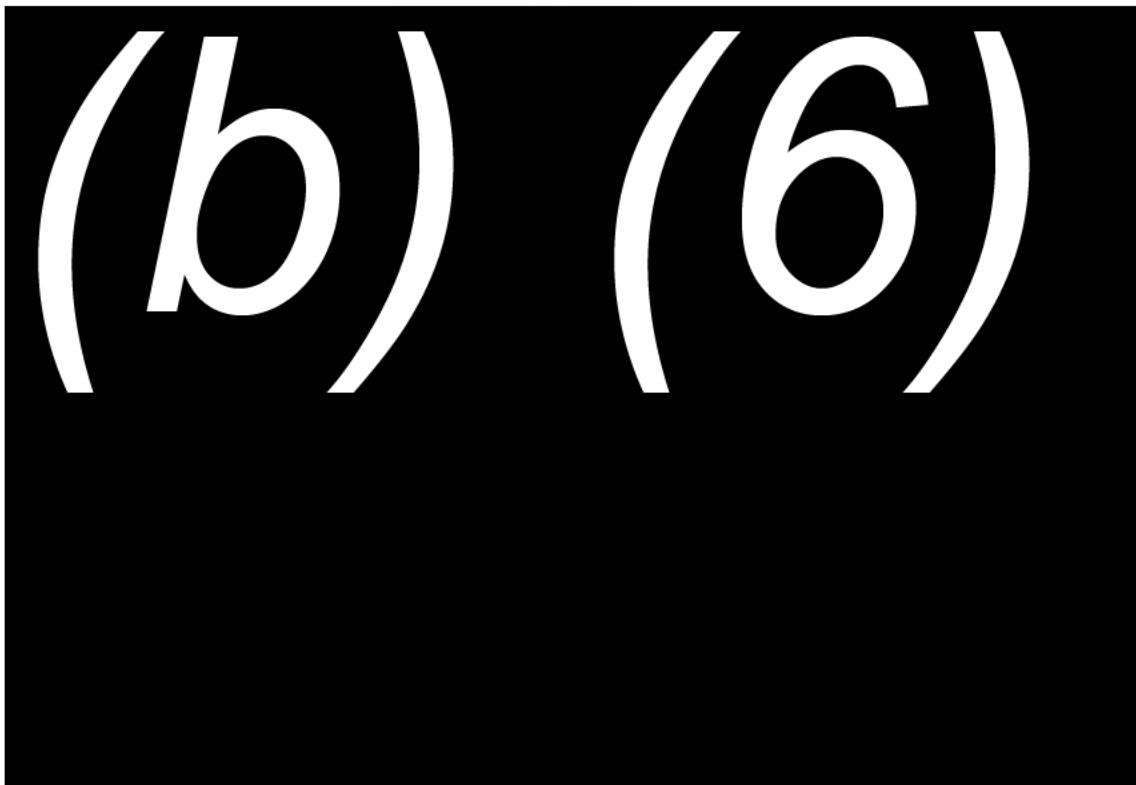
This patient was referred to the autopsy service of this hospital from North Island NAS, San Diego, California. This patient was a member of the crew of an E1B plane that crashed 18 FEB 1969, in the early morning hours on Catalina Island, California, at the northern extremity of that island.

He and five other victims of this air crash had finished carrier qualification trials from USS KEARSARGE, and were returning to North Island when the air crash occurred.

This patient was found in the wreckage on the opposite side of the hill from the impact site.

Further details may be obtained by the authorized reader of this report from the investigation analysis.

GROSS DESCRIPTION



AUTOPSY REPORT  
A69-62  
GROSS (2)

BREWER, Melvin Duane, Jr.  
LT USNR

(b) (6)

AUTOPSY REPORT  
A69-62  
GROSS (3)

HEWNER, Melvin Dunn, Jr.  
LT USNR

(b) (6)

B. T. SCHAEFFER  
LCDR MC USN  
db

# CLINICAL RECORD

# AUTOPSY PROTOCOL

DATE AND HOUR DIED	A. M.	DATE AND HOUR AUTOPSY PERFORMED	A. M.	CHECK ONE		
08-69	P. M.	2-19-69	P. M.	FULL AUTOPSY	HEAD ONLY	THUMB ONLY
0810		1000				
ASSISTANT		T. BRASWELL		X		

**R. S. STROUT, LCDR MC UEN**

**General Disposition (including operations)**

**Aircraft accident**

## PATHOLOGICAL DISPOSITION (ORIGIN)

**CAUSE OF DEATH: Injuries, multiple, extreme, secondary to trauma**

(b) (6)

**APPROVED - SIGNATURE**  
**R. M. BRASWELL, CAPT MC UEN**

**tp CONTINUED**

MILITARY ORGANIZATION (If not required)	AGE	SEX	RACE	IDENTIFICATION NO.	AUTOPSY NO.
	29	M	C		A69-63
DECEASED'S IDENTIFICATION (For typed or written entries give Name - last, first, middle, grade, ship, hospital or medical facility)				REGISTER NO.	WARD NO.
				DOA	

**650025**

**FOR SIGNATURE, WASHINGTON**

**APPROVAL PROTOCOL**  
**105-104**

**0109-201-1603**



(b) (6)

RECEIVED

RECEIVED

RECEIVED

RECEIVED

RECEIVED

RECEIVED

RECEIVED

RECEIVED

RECEIVED

RECEIVED

RECEIVED

Autopsy Report  
A59-63

RAY, Billy Wayne  
LT USNR

CLINICAL SUMMARY

The deceased was a member of the crew on an E1B aircraft, which crashed into a mountainside on Santa Cataline Island after completing night carrier operations on the aircraft carrier KEARSARGE. At the time of the crash, death was approximately 0410, 18 FEB 1969.

AUTOPSY REPORT  
A69-63

RAY, Billy Wayne  
LT USNR

GROSS DESCRIPTION

(b) (6)

AUTOPSY REPORT  
A59-63

RAY, Billy Wayne  
LT USNR

(b) (6)

E. S. STROUT  
LCDR MC USN  
tp



# CLINICAL RECORD

# AUTOPSY PROTOCOL

DATE AND HOUR DECEASED <b>2-18-69 0410</b>		A. M. P. M.	DATE AND HOUR AUTOPSY PERFORMED <b>2-19-69 0900</b>		A. M. P. M.	CHECK ONE		
PREPARED BY <b>L. J. FROST, LCDR MC UEN</b>			ASSISTANT <b>T. BRASWELL</b>			FULL AUTOPSY	HEAD ONLY	TRUNK ONLY
						<b>X</b>		

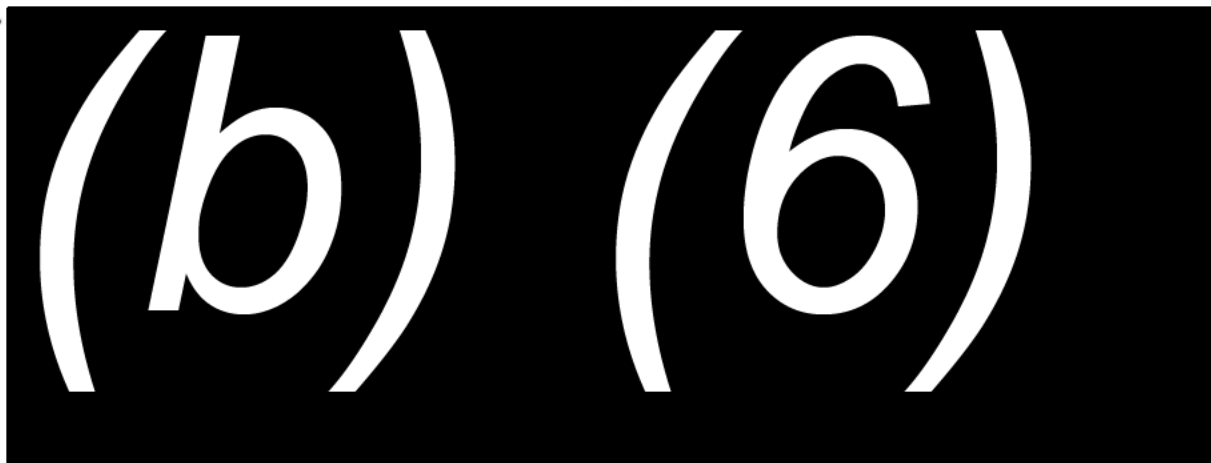
CLINICAL DIAGNOSES (Including operations)

**Aircraft accident with instant death**

## PATHOLOGICAL DIAGNOSES

(GROSS)

**CAUSE OF DEATH: Multiple trauma, extreme, due to aircraft crash**



**A. E. BISHOP, CAPT MC UEN**

tp

MILITARY ORGANIZATION (When required)	AGE	SEX <b>M</b>	RACE <b>C</b>	IDENTIFICATION NO.	AUTOPSY NO. <b>A59-64</b>
PATIENT'S IDENTIFICATION (For typed or written entries give Name - last, first, middle, grade, date, hospital or medical facility)				REGISTER NO.	WARD NO. <b>BOX</b>

**AUTOPSY PROTOCOL**  
Standard Form 505  
505-104

0109-201-1603

AUTOPSY REPORT  
A69-64

GARRISON, Larry

CLINICAL SUMMARY

He was a passenger in a plane of the E1B type on a return flight over the Pacific, when it inadvertently collided with a mountain on Santa Catalina Island at the 1750 altitude level. Portions of the plane were found over a 300 ft. stretch, and the body was at a point about 500 ft. from the impact site with some wreckage of the plane. The accident occurred at 0410, 2-18-69.

AUTOPSY REPORT  
159-54

GARRISON, Larry

GROSS DESCRIPTION

(b) (6)

L. J. BROWN  
LCDR MC USN  
tp

# CLINICAL RECORD

# AUTOPSY PROTOCOL

DATE AND HOUR DIED		A. M.	DATE AND HOUR AUTOPSY PERFORMED		A. M.	CHECK ONE		
2/18/69 Early morning		P. M.	2/19/69 1200		P. M.	FULL AUTOPSY	HEAD ONLY	TRUNK ONLY
PROSECTOR		ASSISTANT						
B. T. SCHAEFER, LCDR MC USA		MR. T. BRASWELL		X				
CLINICAL DIAGNOSES Including operations								

(GROSS)

## PATHOLOGICAL DIAGNOSES

CAUSE OF DEATH: Multiple trauma, extensive

(b) (6)

H. H. LINDSEY, CAPT MC USA

(continued)

MILITARY ORGANIZATION (None required)	AGE	SEX	RACE	IDENTIFICATION NO.	AUTOPSY NO.
	25	M	C		169-65
PATIENT'S IDENTIFICATION (For typed or written name, include last, first, middle, grade, date, hospital or medical facility)					
BORAH, Francis Edward		1696 USA		REGISTER NO.	WARD NO.
		(b) (6)		DOA	DOA

MSD, CALIF.  
169-65

AUTOPSY PROTOCOL  
Standard Form 503  
503-104



AUTOPSY REPORT  
A69-65  
GROSS (1)

HORAHAM, Francis Edward  
LTJG USN 705583

CLINICAL SUMMARY

This patient was a member of the five passenger list of an ElB that crashed into a mountain 1700 feet above sea level in the northern end of Catalina Island, California, on 18 FEB 1969. The crash occurred in the early morning hours that date.

For further details of the accident, the authorized reader is referred to the investigation reports.

GROSS DESCRIPTION

(b) (6)

AUTOPSY REPORT  
A69-65  
GROSS (2)

HORANAN, Francis Edward  
LTJG USN 705583

(b) (6)

B. T. SCHAEFFER  
LCDR MC USN  
db

CLINICAL RECORD		AUTOPSY PROTOCOL		
DATE AND HOUR DIED	A. M. P. M.	DATE AND HOUR AUTOPSY PERFORMED	A. M. P. M.	CHECK ONE
		2-19-61 1100		FULL AUTOPSY HEAD ONLY THORAX ONLY
PROSECTOR	ASSISTANT			
W. P. JONES, LT MC USN	T. BRADSHAW		X	

CLINICAL DIAGNOSIS (If known)  
*William P. Jones, Lt. MC*

**PATHOLOGICAL DIAGNOSIS (GROSS)**  
**CAUSE OF DEATH:** Multiple, traumatic injuries - massive, secondary to aircraft crash

(b) (6)

M. N. DUNN, CAPT MC USN		tp CONTINUED	
MILITARY ORGANIZATION (If not required)	AGE 25	SEX M	RACE C
IDENTIFICATION NO.		AUTOPSY NO. A69-61	
PATIENT'S IDENTIFICATION (For typed or written, one - no give Name - last, first, middle, grade, date, hospital or medical facility)		REGISTER NO.	WARD NO. 104
TARALIEKH, Edward Albert LTJG USN			

HE, SAN DIEGO, CALIFORNIA  
A69-61

**AUTOPSY PROTOCOL**  
Standard Form 903  
101-104  
0109-201-1603

(b) (6)



AUTOPSY REPORT  
A59-61

TARALDSEN, Edward Albert  
LTJG USNR

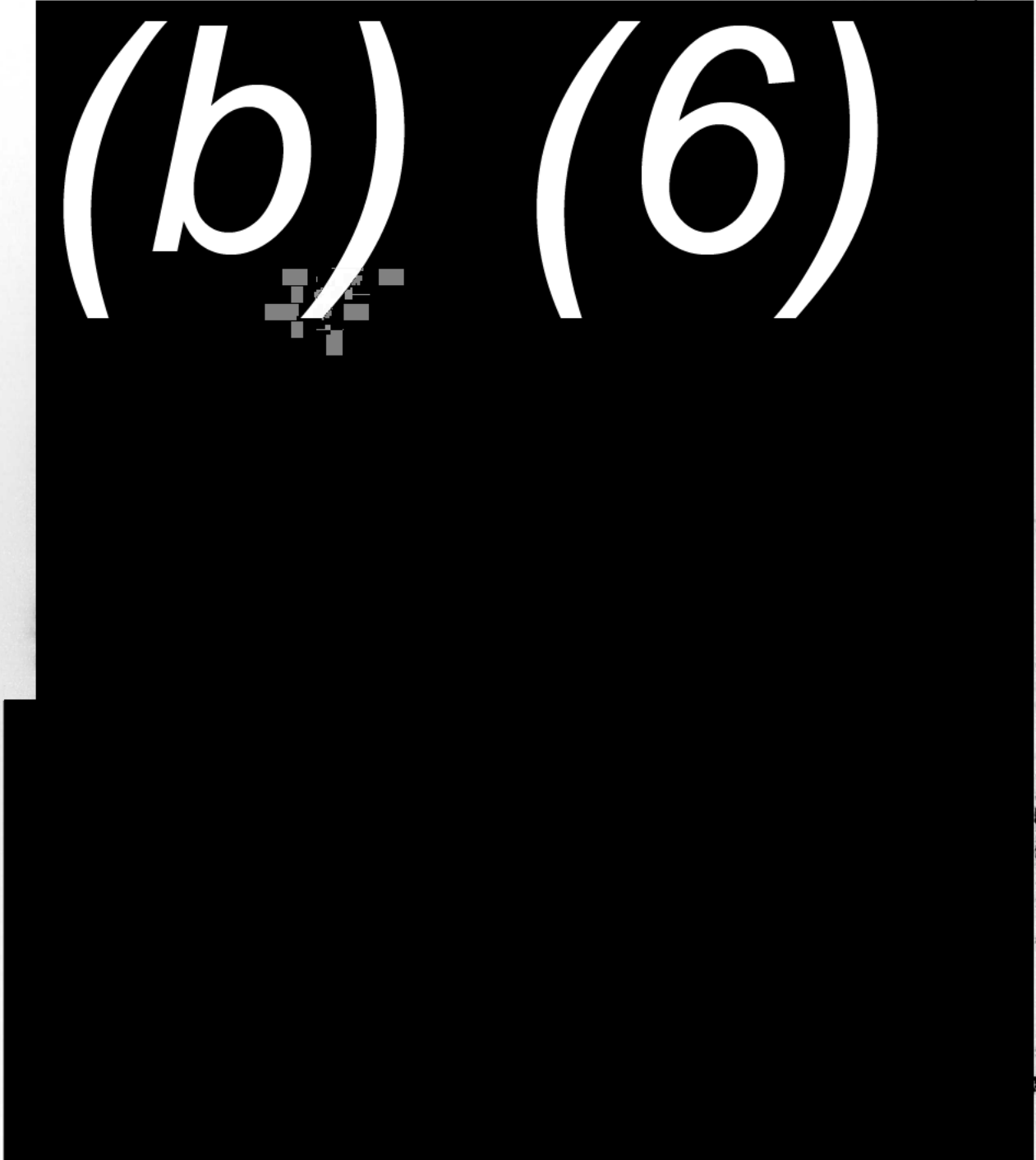
GROSS DESCRIPTION

(b) (6)

AUTOPSY REPORT  
A69-61

DARALDSEN, Edward Albert  
LTJG USNR

(b) (6)



AUTOPSY REPORT  
A59-61

TARALDSEN, Edward Albert  
LTJG USNR

CLINICAL SUMMARY

This is the body of a 29 year old, Caucasian male, LTJG, USNR who was a pilot from Squadron VMW-111, Naval Air Station, North Island, who was involved in carrier qualifications on the USS KEARSARGE off the coast of California. This patient was in an E1B aircraft, which was involved in a crash accident at the north end of Catalina Island, California. The patient was found approximately 20 ft. from the impact site on a ridge between two peaks on Catalina Island. The authorized reader is referred to the official accident report for further details.

(b) (6)



**(b) (6)**

SPECIAL HANDLING REQUIRE IN ACCORDANCE WITH

(b) (6)

(b) (6)

ORIGINAL HANDLING REQUIRED IN ACCORDANCE WITH OPM VINTAGE 3025-6





AEROMEDICAL CONCLUSIONS

(b) (5)

*R. K. Hobbs*

R. K. HOBBS  
LT MC USNR

*See - In*

NNNNHSMZ FRLS 15 70  
RTTUZYUW RUWJMU4535J 1192202-0000--RUCILSA.  
ZNR 00000

R 292202Z APR 69  
FM NAVAIREWORKFAC NORIS ✓  
TO ZENI/NAVAIRSYSCOMREPAC  
INFO ZENI/CARAEVRON ONE ONE ONE  
RUEBBHB/NAVAIRSYSCOMHC  
ZENI/COMNAVAIRPAC  
ZENI/COMFAIRSDIEGO  
RUCILSA/NAVAIRSAFECEM  
RUEOHRA/NAVAIRTECHSERVFAC  
RUCILVA/NAVAIRSYSCOMREPLANT  
RLEDDCA/NAVPLANTREPO BETHPAGE  
BT

00	01	011	012	013	014	015	02	02A	023	05	051
/	/		/	/			/			/	
TOR: _____							CHANNEL NUMBER 157A				
INIT: <i>on</i> _____							DATE _____				
055	10	11	12	13	25	30	40	50	60	70	80
	/	/	16	4				/			

UNCLAS  
E-1B AIRCRAFT BUHO 147235, ACCIDENT INVESTIGATION, NAVAIR-  
SYSCOMREPAC CONTROL NO. PAC-EI-5125-95; REPORT ON  
A. YOUR 272049Z FEB 69  
B. CARAEVRON ONE ONE ONE MSG 252323Z FEB 69  
C. TELECON 3 MAR 1969 BETWEEN LT. J.C. FROELICH, CARAEVRON  
ONE ONE ONE AND MR. D.I. SHIMAMOTO, NAVAIREWORKFAC NORIS,  
CODE 322.

PAGE TWO RUWJMU4535J UNCLAS

1. REFERENCE A REQUESTED ANALYSIS OF COMPONENTS LISTED BELOW TO  
AID IN DETERMINING CAUSE OF ACCIDENT REPORTED BY REFERENCE B.  
2. THE ANALYSIS CONSISTING OF ELECTRICAL TESTS, VISUAL,  
MICROSCOPIC AND BLACK LIGHT EXAMINATION, REVEALED THE FOLLOWING  
INDICATIONS:

- A. ENGINE TORQUE PRESSURE INDICATOR P/N SRC-362-Z:  
NO. 2 ENGINE POINTER INDICATED 130 PSI, NO. 2 ENGINE POINTER  
WAS MISSING.  
B. CYLINDER TEMPERATURE INDICATOR P/N 770205: NO. 1  
ENGINE POINTER INDICATED 700 DEGREES C, NO. 2 ENGINE POINTER  
INDICATED 230 DEGREES C.  
C. DUAL CARBURETOR AIR TEMPERATURE INDICATOR P/N AN5792T2:  
NO. 1 ENGINE POINTER INDICATED MINUS 58 DEGREES C, NO. 2 ENGINE  
POINTER WAS JAMMED AT 25 DEGREES C INDICATION.  
D. OIL PRESSURE INDICATOR P/N UNKNOWN: NO. 1 ENGINE  
POINTER INDICATED 6 PSI, NO. 2 ENGINE POINTER INDICATED 13 PSI.  
E. DUAL OIL TEMP INDICATOR P/N 770361: POSITION OF INTERNAL  
MECHANISM INDICATED READINGS OF 50 DEGREES C FOR NO. 1 AND NO. 2  
ENGINE.  
F. CONSTANT SPEED DRIVE OIL TEMPERATURE INDICATOR P/N

30 APR 69 06 51Z

PAGE NO. 1 OF 3

EIA 147235 ZPAW-III Dat 20 1-69A 2/18/69 APR 29 2202Z

*Pilot - Answer*

PAGE THREE RUWJMU5350 UNCLAS

77B36N: NO. 1 AND NO. 2 DRIVE POINTERS INDICATED MINUS 70 DEGREES C. THIS IS THE NORMAL DE-ENERGIZED POSITION.

G. ENGINE TACHOMETER P/N UNKNOWN: NO. 1 ENGINE POINTER INDICATED 300 RPM. NO. 2 ENGINE POINTER INDICATED 0 RPM. POSITION OF NO. 2 INTERNAL MECHANISM INDICATED A READING OF 200 RPM. THE REASON FOR DIFFERENCE IN POINTER AND INTERNAL MECHANISM COULD NOT BE DETERMINED.

H. DUAL A-C LOADMETER P/N 1173CE222-5: POINTERS INDICATED 0.25 FOR LEFT AND RIGHT GENERATOR. POSITION OF INTERNAL MECHANISM INDICATED ZERO READING FOR BOTH GENERATORS.

I. RADIO MAGNETIC INDICATOR P/N 12-2504/ARK: TWO INDICATORS RECEIVED. UNABLE TO DETERMINE WHICH WAS PILOT'S AND WHICH WAS COPILOT'S. ON ONE INDICATOR THE NO. 1 AND NO. 2 POINTERS AND COMPASS CARD WERE MISSING. POSITION OF THE COMPASS CARD-INTERNAL MECHANISM INDICATED 210 DEGREES. ON THE OTHER INDICATOR THE NO. 1 POINTER WAS MISSING, THE NO. 2 POINTER INDICATED 175 DEGREES WITH RESPECT TO COMPASS CARD, AND COMPASS CARD INDICATED 150 DEGREES.

J. RADIO ALTITUDE INDICATOR P/N 12-2574/ARK-22: ALTITUDE POINTER, AND ALTITUDE WARNING POINTER WERE MISSING.

PAGE FOUR RUWJMU5350 UNCLAS

POSITION OF INTERNAL MECHANISM INDICATED 00 FEET.

K. AIRSPEED INDICATOR P/N 20210404-10-000: POINTER INDICATED 200 KNOTS.

L. AIRPATH MAGNETIC COMPASS P/N 02-2100-100: CARD SUBASSEMBLY WAS JAMMED INDICATING SOUTH.

M. PILOT'S ATTITUDE INDICATOR P/N 17500-12-11: INDICATOR SPHERE JAMMED IN A PITCH AND ROLL INDICATION OF 0 PLUS OR MINUS DEGREES.

N. COPILOT'S REMOTE ATTITUDE INDICATOR P/N 18700-01: INDICATOR SPHERE WAS JAMMED AND DISTORTED. THE PITCH INDICATION WAS APPROXIMATELY 45 DEGREES AND THE ROLL INDICATION WAS APPROXIMATELY 0 DEGREES.

O. RUDDER TRIM POSITION INDICATOR P/N 1173CE222-1: POINTER 1 INDICATED 27 DEGREES, POINTER 2 WAS MISSING.

P. AIRLIERON TRIM POSITION INDICATOR P/N EA326-2: ONE END OF DOUBLE ENDED POINTER INDICATED 23 DEGREES L.W. UP. OTHER END INDICATED 27 DEGREES L.W. DOWN. UNABLE TO DETERMINE WHICH READING APPLIES.

Q. ELEVATOR TRIM POSITION INDICATOR P/N EA326-19: POINTER WAS IN AN OFF SCALE INDICATION, 8 DEGREES NOSE DOWN.

PAGE NO. 2 OF 3

APR 29 2012

PAGE FIVE RUWJMU45350 UNCLAS

NOTE: ALTHOUGH THE INDICATIONS OF THREE POSITION INDICATORS IMMEDIATELY ABOVE WERE ELECTRICALLY CONFIRMED, SCRATCHES ON DIAL/PEZEL ASSEMBLY INDICATE THE POINTERS HAD BEEN FORCEFULLY MOVED DURING OR AFTER IMPACT.

R. IGNITION SWITCH P/N AN3213-1A: NO. 1 SWITCH POSITIONED AT R, NO. 2 SWITCH JAMMED IN A POSITION BEYOND BOTH, AND SWITCH LIMIT STOP WAS BROKEN.

S. TACAN CONTROL BOX P/N C-1763A/ARN-21A: MODE SWITCH IN RECEIVE POSITION, VOLUME CONTROL AT 75 PERCENT FULL VOLUME, AND CHANNEL SELECTOR SET ON CHANNEL 14 OR 15.

T. FUEL PRESSURE TRANSMITTER P/N UNKNOWN: POSITION OF INTERNAL MECHANISM INDICATES A PRESSURE OF 26 PSI.

U. FLAP POSITION TRANSMITTER P/N STJ10AAB1: POSITION OF TRANSMITTER ROTOR INDICATED FLAPS DOWN POSITION AS REVEALED BY ELECTRICALLY CONNECTING THE TRANSMITTER TO AN INDICATOR OF THE TYPE NORMALLY USED.

V. FLAP CONDITION POTENTIOMETER P/N 1173CE232: POTENTIOMETER WIPER WAS AT ELECTRICAL MIDDANCE, RESISTANCE BETWEEN WIPER TERMINAL AND WINDING TERMINAL MEASURED 3200 OHMS.

W. RUDDER PEDAL CONTROL SHAKER, P/N 086C1141-5: INTERNAL

PAGE SIX RUWJMU45350 UNCLAS

MECHANISM INDICATED SHAKER WAS NOT OPERATING AT TIME OF IMPACT.

X. PORT AUXILIARY BOOST FUEL PUMP P/N TF-3500-4: NO EVIDENCE OF GALLING OR EXCESSIVE WEAR, SEALS AND DIAPHRAGMS COMPLETELY DESTROYED BY FIRE.

Y. RUDDER BOOST ACTUATOR P/N 117H1022A-1: NO INTERLA DISCREPANCIES FOUND DURING DISASSEMBLY, FUNCTIONAL TEST REVEALED ACTUATOR PERFORMANCE SATISFACTORY. NO EVIDENCE APPARENT THAT WOULD INDICATE RUDDER POSITION AT TIME OF IMPACT.

2. THE FOLLOWING SHOULD BE NOTED:

A. LAMPS IN ALL WARNING LIGHTS WERE DAMAGED BY IMPACT AND/OR FIRE TO SUCH AN EXTENT THAT IT COULD NOT BE DETERMINED IF ANY LIGHTS WERE ILLUMINATED AT TIME OF IMPACT.

B. ALL OTHER COMPONENTS RECEIVED WERE DAMAGED SO EXTENSIVELY THAT WORTHWHILE DETERMINATIONS COULD NOT BE MADE.

C. THE INVESTIGATION DISCLOSED NO EVIDENCE OF COMPONENT MALFUNCTIONS PRIOR TO IMPACT.

3. THIS REPORT CONFIRMS TELECON INFORMATION FURNISHED BY REFERENCE C AND IS FINAL REPORT UNLESS OTHERWISE REQUESTED.

BT

#5350 PAGE NO. 3 OF 3

APR 29 22 02Z



50  
51  
501  
MESSAGE DRAFT  
SND 4462 (Rev. 7-68)

CLASSIFICATION  
UNCLASSIFIED

DATE: 22 MAR 1968

FROM NAVAL SAFETY  
CENTER

(b) (6)

ACTION

PRIORITY INFO

CARAEWRON ONE ONE ONE DET TWENTY

	Mall	
	Night	
	Message	
X	Routine	X
	Priority	
	Op Immed.	
	Emer.	
	Flesh	

COMNAVIAIRPAC  
CARAEWRON ONE ONE ONE

TEXT

UNCLAS E F T O

3750 AAR 1-69A CONCERNING E1B BUNO 142235

A. OPNAVINST 3750.6F

1. MAINTENANCE OFFICER'S STATEMENT NOT INCLUDED IN ADVANCE COPY OF SUBJ AAR  
AS REQUIRED BY PARA 36C(2)(B) OF REF A. REQUEST SUBMIT ~~AS~~.

*Replanned 4/1/68  
and attached to adv copy*

*Brewer*

REFERENCE MESSAGE

*100/21552  
4488  
218-6789*

TRANSMIT BY  
RADIO -

CLASS OF REP.

CWO

FOR COMINT. OFFICE

DATE/TIME GROUP

282149Z MAR

050 *the*

MESSAGE DRAFT  
5ND 4462 (Rev. 7-68)

CLASSIFICATION  
UNCLASSIFIED

DATE: 2 MARCH 1969  
FROM NAVAL SAFETY  
CENTER

(b) (6)

ACTION

CARAEWRON ONE ONE ONE

	Mail	
	Night Message	
X	Routine	X
	Priority	
	Op Immed.	
	Emer.	
	Flash	

NAVAIRSYSOMHQ  
NAS NORTH ISLAND

TEXT

UNCLAS E F T O

3700 E-1B BUNO 147235 ACCIDENT

1. WRECKAGE RELEASED TO SENIOR MEMBER OF BOARD.
2. INSTRUCTIONS CONTAINED IN OPNAVINST 3750.6F, PAGE 20, PARA 32D  
APPLY.

REFERENCE MESSAGE

147235  
E1B/147235  
TRANSMIT BY  
RADNO —

CLASS OF REP.

CWO

VACU-111 det. 20 1-69A  
FOR COMM. OFFICE

DATE/TIME GROUP

1655Z  
2-18-69  
03164.5Z MAR 69

17210  
69

NNNRZCNASCB210SLA834  
RTTUZYUW RUWJNUA3858 0592147-UUUU--RUCILSA.  
ZNR UUUUU

R 282147Z FEB 69

FM CARAEWRON ONE ONE ONE

TO ZENI/NAS NORIS

INFO ZENI/COMNAVAIRPAC

ZENI/COMFAIRSD IEGO/COMFAIRWING FOURTEEN

RUMDSAA/COM ELEVEN

RUCILSA/NAVSAFECEM

ZENI/COMCARAEWWING ELEVEN

ZENI/CARAEWRON ONE ONE ONE DET TWO ZERO

BT

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SALVAGE OF AIRCRAFT

A. CFSD/FAW-14 INST 4740.1A

1. EIB, 147235 / 147235

2. 181041Z FEB 69

3. 33-26.8N 118-33.5W NORTHWEST SECTOR SANTA CATALINA ISLAND

4. NONE

5. EJECTION SEAT NOT INSTALLED

6. WRECKAGE RELEASED BY SENIOR MEMBER AAR BOARD FOR DISPOSAL.

BT

#3858

AIR AI

RECEIVED  
NAVAL SAFETY  
CENTER  
1 MAR 69 07 10Z

147235  
EIB/147235 VAW-111 det. 20 FEB 282114Z  
1-69A 2-18-69

NNNNOZ CNA SCB 886Z CSLB 232  
RTTUZYUW RUWJMUA 3341 0562323-UUUU--RUCILSA.  
ZNP UUUUU

R 252323Z FEB 69

FM CARAEWRON ONE ONE ONE  
TO ZENI/NAVAIRSYSCOMREPAC  
INFO ZENI/COMNAVAIRPAC  
ZENI/NAVAIREWORKFAC NORIS  
ZENI/COMFAIRSDIEGO  
RUEBBHB/NAVAIRSYSCOMHQ  
RUCILSA/NAVSAFECEEN  
RUEBHRA/NAVIRTECHSERV FAC  
RUEDDQA/NAVPLANTREPO BETHPAGE  
BT

UNCLAS

REQUEST FOR SAFETY ENGINEERING INVESTIGATION

- A. NAVAIRINST 4730.5
- B. OPNAVINST 3750.6F
1. VAW-111 DET 20 AIRCRAFT ACCIDENT REPORT 1-69A
2. SANTA CATALINA, 18 FEB, 0241 U
3. EIB, ~~147235~~ /47235
4. PAC-E1-0125-9S
5. ALFA/FIVE ALFA

PAGE TWO RUWJMUA3341 UNCLAS

6. NONE
7. AIRCRAFT STRUCK MOUNTAIN RIDGE, BROKE UP AND BURNED
8. NUMEROUS INSTRUMENTS/PARTS
9. NA
10. NA
11. NO KNOWN MALFUNCTION, DIR REQUESTED TO DETERMINE INSTRUMENT /  
PART INDICATIONS AND/OR OPERATING CONDITIONS, AND POSSIBLE  
FAILURES/MALFUNCTIONS AT TIME OF ACCIDENT.
12. ENGINEERING INVESTIGATION REQUEST
- A. SAFETY
- B. PRIORITY DIR
13. MOR WILL ACCOMPANY AAR
14. YES
15. MATERIAL DELIVERED TO NAVAIREWORKFAC NORIS
16. WO-1 R.D. LINKOUS, VAW-111 DET 20, AAR MEMBER, AUTOVON  
951-5962, HOME 714-427-1409
17. NONE.

BT

#3341

~~EIB/147235~~

WAW-111

1-69

218-69  
FEB 252323Z

1886  
69

M & M AIR

201-0007002

RECEIVED  
NAVAL  
SAFETY  
CHIEF



# MESSAGE DRAFT

5ND 4442 (Rev. 7-68)

DATE: 20 FEBRUARY 1969

CLASSIFICATION  
UNCLASSIFIED

FROM NAVAL SAFETY CENTER	DRAFTED BY CDR V. H. COOK	DEPT. A.I.	RELEASED CDR V. H. COOK <i>LC-12</i>
ACTION		V PRECEDENCE V	INFO
NAS NORTH ISLAND CARAEWON ONE ONE ONE USS KEARSARGE		<input type="checkbox"/> Mail	CNO NAVAIRSYSCONHQ NAVAIRSYSCONREPAC NAVPRO BETHPAGE COMNAVAIRPAC COMELEVEN COMFAIRSANDIEGO CHCARAEW WING ELEVEN
		<input type="checkbox"/> Night Message	
		<input type="checkbox"/> Routine	
		<input checked="" type="checkbox"/> Priority	
		<input type="checkbox"/> Op Immed.	
		<input type="checkbox"/> Emer.	
		<input type="checkbox"/> Flash	

## TEXT

UNCLAS E F T O

3755 E-1B BUNO 147238 ACCIDENT

1. CDR **(b) (6)** CLEARED TOP SECRET, WILL ARR SAN DIEGO, CALIF VIA UNITED AIR LINES FLT 183 LOCAL 1317 ON 21 FEB TO CONDUCT NAVSAFEEN INVESTIGATION OF SUBJ ACDT.
2. WAS NORTH ISLAND - REQ TRANSPORTATION AND BOQ BE PROVIDED.
3. INST CONTAINED IN OPNAV 3750.6F, PG 14, PARA 24B, AND PG 26, PARA 32A (PRESERVATION OF WRECKAGE) APPLY.

*100/23132*  
*RJ*

## REFERENCE MESSAGE

*Ray*

TRANSMIT BY RADIO -	CLASS OF REP.	CWO	FOR COMM. OFFICE	DATE/TIME GROUP
360				FEB 20 2153Z
U 176				

*E18/147238*

*100-11*

*1-69*

*2-18-69*

ZNR 00000  
R 190631Z FEB 69  
FM CARAEMRON ONE ONE ONE  
TO RUEAAAA/CHO  
RUCILSA/NAVSAFECE  
ZENI/CARAEMRON ONE ONE ONE DET TWO ZERO  
INFO RUEBBHB/NAVAIRSYSCOM  
RUMDSAA/COM ELEVEN  
ZENI/COMNAVAIR PAC  
ZENI/COMFAIRSDIEGO

359A

# SUPP. AAR STRIKE DIR AVN SAFETY

RUEDDQA/NAVPLANTREPO BETHPAGE  
RUEBBHB/CHNAVMA  
RUCILMA/COMNAVAIRLANT  
RUHNBRA/CINCPACFLT  
RUEBJFA/BUPERS  
RUWNTIL/USS KEARSARGE  
ZENI/CARAEMTRARON ONE ONE ZERO  
RUEBPDA/DIR AFIP

ZENI/COMCARAEMWING ELEVEN  
RUEBNDAA/COMCARAEMWING TWELVE  
RUEBNDAA/CARAEMRON ONE TWO ONE  
RUWVIA/CARAEMRON ONE ONE ONE DET ONE FOUR  
RUYNLD/CARAEMRON ONE ONE ONE DET ONE NINE  
RUYNLD/CARAEMRON ONE ONE ONE DET ONE TWO  
RUYNHOL/CARAEMRON ONE ONE ONE DET THREE ONE  
ZENI/CARAEMRON ONE ONE ONE DET THREE THREE

BT

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SUBJ: NAVY SUPPLEMENTARY MESSAGE REPORT A AIRCRAFT ACCIDENT

A. OPNAVINST 3750.6F

1. 18 FEB, 0239U, NIGHT

2. 33-26.7N, 118-32.5W, NORTHWEST SECTOR SANTA CATALINA ISLAND

3. EIB, 147235

4. DET 20, VAW 111, 1-62A

5. ALFA, DISINTEGRATED ON IMPACT

6. RAY, BILLY W., LT, (b) (6), USNR, 1315, ACTIVE, ALFA INJURY,  
1880 TOTAL, 580 MODEL, 60 LAST 3 MOS.

7. BREWER, MELVIN D., LT, (b) (6), USNR, 1315, ACTIVE, ALFA INJURY,  
COPILOT

8. TARALDSEN, EDWARD A., LTJG, (b) (6), USNR, 1315, ACTIVE,  
DET 33, VAW 111, ALFA INJURY, PASSENGER

MORAHAN, FRANCIS E., LTJG, (b) (6), USNR, 1310, ACTIVE,  
DET 33, VAW-111, ALFA INJURY, PASSENGER

GARRISON, LARRY W., LTJG, (b) (6), USNR, 1315, ACTIVE,  
DET 31, VAW 111, ALFA INJURY, PASSENGER

9. LAUNCH TO BEACH FOLLOWING CARQUAL, ETE 0 HRS 45 MIN, VFR LOCAL,  
NAS NORTH ISLAND

10. CLIMB-OUT

11. AT 0229U, A/C LAUNCHED ON HDG 300 DEGREES T FROM CVS-33

(USS KEARSARGE), DEST NAS NORTH ISLAND, CLEARED FOR A LEFT TURN ROUT  
TO CLIMB TO ENROUTE ALTITUDE. APPROXIMATELY 10 MINUTES AFTER LAUNCH  
A/C IMPACTED MOUNTAIN RIDGE ON SANTA CATALINA ISLAND APPROX 1600 FT  
MSL

12. TRUE WIND 010 DEGREES T 5KTS

13. NONE

14. NONE

15. NONE

16. WRECKAGE ACCESSIBLE ONLY TO GROUND PARTIES. DEGREE OF  
DAMAGE MAKES SALVAGE IMPRACTICAL.

17. R.E. LANE, LCDR, SAFETY OFFICER VAW-111, AUTOVON 951-5962

BT

#2618 EIB/147235 VAW-111 (det. 20) 1-61A FEB 1966 31Z  
2-18-69



PTT UZ YUW RUWJMU02470 0401713-0000--RUCILSA.

ZNR 00000

P 181713Z FEB 69

FM CARAEVRON ONE ONE ONE DET TWO ZERO  
TO RUENAAA/CNO

RUCILSA/NAVSAFECEC

ZENI/CARAEVRON ONE ONE ONE

INFO RUEBBHB/NAVAIRSYSCOM

RUMDSAA/COMFLEVEN

ZENI/COMCARAEVRON ONE ONE ONE

ZENI/COMNAVAIRPAC

ZENI/COMFAIRSDIEGO

RUEDDQA/NAVPLANTREFO 0110PAGE

RUEBBHB/CHNAVJAT

RUMNTIL/USG NEAR BARGE

ZENI/CARAEVRON ONE ONE ONE DET TWO ZERO

RUCILMA/COMNAVAIRPLANT

RUEBDDA/DIR AFIP

RUMHDBA/CINCPACFLT

RUEBQFA/BUFRS

RUEBNDQ/COMCARAEVRON ONE ONE ONE

RUEBNDQ/CARAEVRON ONE ONE ONE

282A

ACTION

AAR

DIR AVN SAFETY

PAGE TWO RUWJMU02470 UNCLAS

BT

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NAVY PRELIMINARY MESSAGE REPORT OF AIRCRAFT ACCIDENT

A. OPNAVINST 3754.6

1. 18 FEB, 04100, NIGHT

2. UNK

3. EIB, 147234

4. DET 20, VAW-111, 1-60A

5. UNK

6. RAY, BILLY W., LT, (b)(6), USN, 1315, ACTIVE, INJURY

UNK, 1880 TOTAL, 580 MODEL, 60 LAST 3 MOS.

7. UNK/UNK

8. U

9. BINGO TO BEACH FOLLOWING CARGO, ETC 2 HRS 40 MIN, UNK,

NAS NORTH ISLAND

10. UNK

11. A/C LAUNCHED FROM CVS-33 (USS NEAR BARGE) AT APPROX 02300,  
DESTINATION NAS NORTH ISLAND, 3 HRS 40 MIN ETC, AT 2410 A/C  
DECLARED MISSING AND SAR INITIATED. FUEL ON BOARD 5 HRS.  
WRECKAGE OF AN A/C SIGHTED ON SAINT CATALINE ISLAND BUT NOT

TOR/1931618 FEB 1969

PAGE THREE RUWJMU02470 UNCLAS FOR OFFICIAL USE ONLY

YET CONFIRMED AS EIB. NAMES OF CO-PILOT AND 3 PASSENGERS  
UNK.

12. CVS-33 LOCAL WEATHER FOUR TENTHS SCATTERED BASE TWO THOUSAND  
VISIBILITY TEN MILES. TEMP 53.5 DP 40 ALT. 28.87.

13. UNK

14. UNK

15. UNK

16. NONE

17. R.E. LANE, LCDR, SAFETY OFFICER VAW-111, AUTOVON 951-5962,  
714-437 5962.

BT

02470

98218103

FAW-111 147A

FEB  
181713Z